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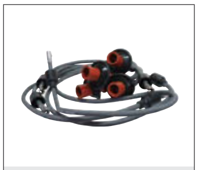

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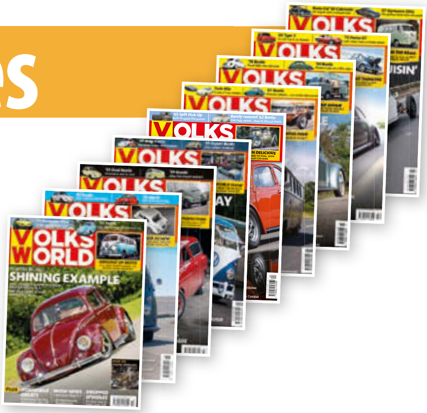

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Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

> “It’s a truly humbling experience... all the effort, innovation, imagination and sheer determination that you, the readers, put into creating all the feature cars that have appeared over the years”

What can I say… apart from express what a real honour it is to be introducing our special 30th anniversary issue. I am sitting here, with a slice of chocolate cake, surrounded by 30 bulging blue binders full of the last three decades of the magazine and it is a truly humbling experience. And I don’t mean from a production perspective, although I certainly appreciate all the hard work that went into putting those issues together. No, I am talking about all the effort, innovation, imagination and sheer determination that you, the readers, put into creating all the feature cars that have appeared over the years. Without people willing to push boundaries, leap hurdles and burn the midnight oil – often against the odds – to get a car finished and ready to be photographed, we wouldn’t have been able to make *VolksWorld* the magazine that it’s become today.

What’s more, it’s incredible to think that many of you have been buying *VolksWorld* since issue one and for that, again, I am resolutely respectful.

You may well know how the magazine got off the ground but because I wanted to hear it first-hand, from the horse’s mouth so to speak, I asked launch editor, Keith Seume, and his successor, Ivan McCutcheon, to tell me their stories. You can read them for yourself on pages 12-13 and 16-20.

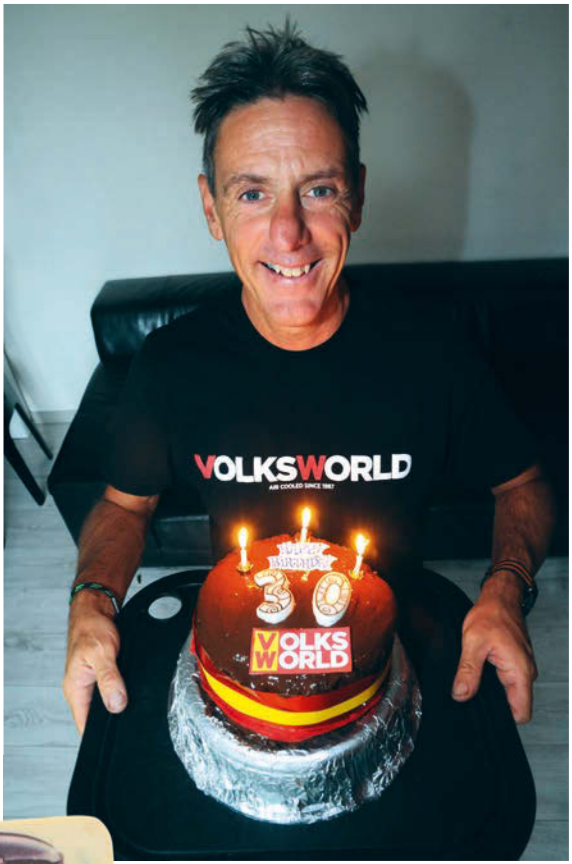
Digging up the past

I’ve also managed to do a bit of digging and find a few suitably period cars for this special issue both of which, as it happens, belong to the same owner. The first is a meticulously executed replica of a ground-breaking Stateside Squareback, and the other is Colin Burnham’s equally influential Cal Look Beetle which was built in the mid-’80s for the UK publication *Custom Car*. You can see these on pages 36-42 and 52-62 respectively.

Elsewhere in this issue there’s lots of other 30th anniversary extras including some special promotions and a free poster. But before you get reading, let me tell you about a funny coincidence I had while looking through all the old issues. I’ve had a *VolksWorld* keyring for years. It’s rubber and was understandably beginning to look a little grubby. Well, I’ve found a new one – still stuck to the cover of the March 2005 issue. After 12 years, no wonder my one was looking a little worse for wear!

So all that’s left to say is thanks… thank you for continuing to buy the magazine, for building the cars, and thank you for sharing your enthusiasm. I hope you’ve enjoyed the last 30 years with us, and here’s to the next 30…

Ian Cushway
Editor



^ Thanks to my wife, Emma, for making this. At no time were any diets jeopardised in the eating of this cake. Honest…

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< My old keyring’s faded, but my enthusiasm sure hasn’t

Show calendar

Events that mark the closing days of this year's VW show season

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September

Retro Dub Suffolk VW Festival
Date: 22-24 Sept 2017
Location: RAF Bentwaters Parks, Woodbridge, Suffolk
Contact: www.retrodub-suffolk.co.uk

Splits at the Lake
Date: 22-24 Sept 2017
Location: Strandbad, Nuenen, Holland
Contact: www.spijlbustreffen.nl

Vintage Waasland Show & Cruise
Date: 24 Sept 2017
Location: Sint-Niklaas, Belgium
Contact: www.vintagewaasland.be

October

Brighton Breeze
Date: 7 Oct 2017
Location: Brighton
Contact: www.brightonbreeze.co.uk

Oktoberfest
Date: 6-8 Oct 2017
Location: River Dart Country Park, Devon
Contact: www.oktoberfestuk.com

Air-Time
Date: 21-22 Oct 2017
Location: De Nieuwe Erf, Diessen, Holland
Contact: www.air-time.nl

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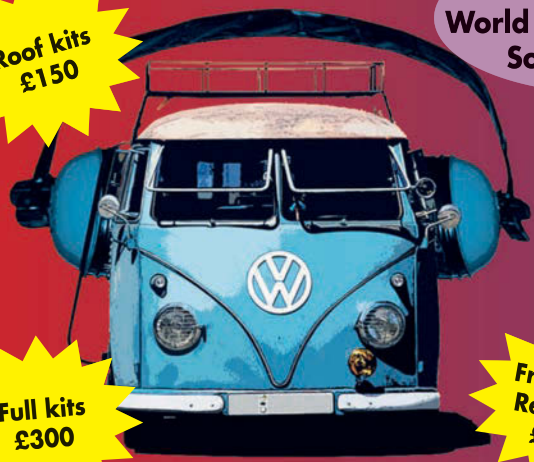

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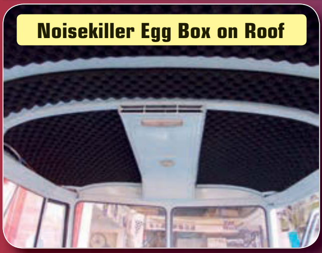
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"I was just having fun"

30 years
VolksWorld
Sharing the passion since 1987

VolksWorld launch editor Keith Seume recalls the time when flared glassfibre wings were deemed radical, the mags that influenced him and shares his appreciation of the early cars that helped shape the UK scene

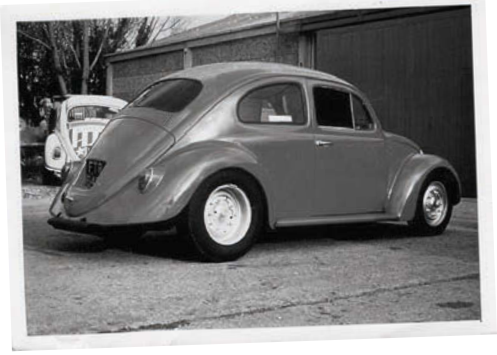
Back in the late 1960s and early 1970s, when the VW scene here was in its infancy, what constituted a 'custom' Volkswagen was very different to today's slammed, patina ride or big-cc Cal Look monster.

Typically modifications were few, with a carburettor conversion using a Nikki or Reece-Fish single-barrel, allied to a 010 distributor being about as far as engine mods went. Oh, and don't forget the obligatory 'taper tip' tailpipes. Body mods. What body mods? Flared glassfibre wings were considered pretty radical, necessary to cover Wolfrace slot mags more often than not shod with 205/60 Dunlop SP Sport tyres.

Rod revelation

For those of us who wanted something different, inspiration came from the American hot-rod scene, rather than the VW scene as one might expect. You see, back then you couldn't buy *Hot VWs* or *VW Trends* magazine anywhere – they were only available by subscription and if you hadn't seen a copy first hand, how would you know where to get it? *Hot Rod* and *Street Rodder* magazines were, however, easy to find in many smaller newsagents, their pages filled with exotic 'flake-painted candy-coloured creations.

"In 1975, I lowered the front of my car, removed the trim and never looked back"



KS's first Beetle in its second incarnation, circa 1975. Lowered front, dechromed, widened steels – but 'frenched' licence plate was a hangover from custom days

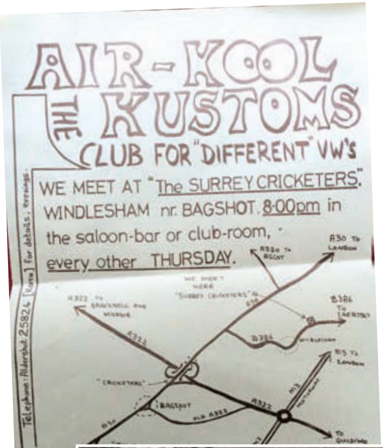
For me these cars were the inspiration I needed to do something to my humble '63 Bug, but of course I couldn't afford the mag wheels or 'flake paint, so wider steels and spray cans were the order of the day. The results weren't pretty, but they served to attract the attention of local members of Surrey Street Rodders, of which I became a member.

Then my life changed. A friend lent me a few copies of *Hot VWs* he'd bought from the USA, among them the seminal February 1975 issue with the Greg Aronson/Jim Holmes white ragtop on the cover. It was the first time I'd seen Cal Look VWs en masse, and I was hooked. In 1975, I lowered the front of my car, removed the trim and never looked back. Next was a lowered, dechromed '67 followed by TLF 25, my '54 ragtop with 1700cc dual-Webered motor. This was in late 1976.

Changin' times

From the mid-1970s, I watched as the VW scene changed, widened glassfibre wings making way for stock, fat slot mags rejected in favour of smooth steels or the first EMPI eight-spoke replicas. Through companies like Autocavan, performance parts became readily available and the typical engine of the time might have been a 1600 with dual Weber 34ICT carbs, Bosch 009 and a Scat or Ansa glasspack muffler. Only a few cars ran long-stroke cranks (usually SPG rollers or the first Scat strokers) and dual-choke Webers (DCNFs were popular, IDAs largely remaining the domain of rally and rallycross cars).

By the 1980s, you could buy *VW Trends* magazine easily, even in high street shops like WHSmith, its



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Helping to spread the word, this was a flier for Air Kool Kustoms, a VW club formed in 1975 and aimed at those who liked more than Nikki carburettors and slotmags

The same '67 sedan, now lowered and dechromed. Wheels were widened steels on the back, stock on the front, with 165 and 145 tyres. This was in the summer of 1976

Santa Pod spring 1976, and KS with his recently acquired '67 1500 with dual-choke Weber carb and Piper camshaft. It didn't look like this for long…

1977 and TLF 25, a 1954 ragtop with dual-Weber 1700cc motor on a 'floorpan. Paint at this time was green metalflake!

pages filled with pastel-coloured Bugs that typified the changing look of the original California Look style. The only readily available UK-based VW magazines were *VW Motoring* and *VW Audi Car*. The former was very straight and rarely gave much space to the younger VW scene, the latter busied itself mainly with water-pumpers. The germ of an idea grew in my mind…

Back to the future

What the VW scene in the UK really needed was a magazine which reflected what was happening in the UK, especially in areas like Southend in Essex and Bournemouth in Dorset, which were turning into a sort of Brit-style Orange County (well, OK, that's pushing it a bit, but you get the idea). *Custom Car* magazine touched upon the scene but it wasn't until the launch of *VolksWorld* in September 1987 that things really took off. At last, here was a focal point for the changing scene.

Since its inception, *VolksWorld* has had a massive influence on people's idea of what constitutes their ideal VW, be it a Bug, Bus or some other air-cooled variation on the theme. Throw the Internet into the mix in recent years and the sky is the limit…

Today, as more of an observer than an active participant (except as a drag racer when the opportunity arises), it's been interesting witnessing the growth of the slammed air-ride style, which seems to have gathered momentum at an amazing rate. I'm also fascinated (and delighted) by the following for the early cars that helped change the scene in the UK, largely thanks to the enthusiasm of people like Mr Back to '89, Stu Betty.

It's important not to forget your roots, and all too easy to poo-poo what people got up to back in the day when parts were scarce and money was tight. I shudder when I look at some of the stuff I did, but at least I was having fun – and that, after all, is what it's all about, right? ■

This photo captures the new wave sweeping through the scene in the mid-1980s, as pastel colours and *VolksWorld* magazine changed the look of UK-based VWs forever

KS's last VW was 'Bluey', a 2332cc-motored '65 Cal Looker with Berg five-speed, which he shipped to the USA to attend Bug-In and VW Classic in 2010

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.500" - 189 CFM
.600" - 204 CFM

64cc Chamber Volume

78cc Intake Port Volume

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Check out a complete features list for our ALL NEW 044™ Cylinder Heads!

ROTTLER
ROTTLER

See our Rottler 5-axis CNC machine in action on YouTube!

044™ CNC Wedge Port

90.5/92, 92 or 94 Bore with 42 or 44 x 37.5 valves

This is one of our favorite heads! The Wedge Port uses up to a 44mm intake valve. The small 76cc intake port flows 209 CFM and can produce well over 210 horsepower on N/A engines. Great head for hot street engines due to the high port velocity. A great head for turbo engines.

Flow @ 25"	
.100"	56 CFM
.200"	117 CFM
.300"	155 CFM
.400"	184 CFM
.500"	201 CFM
.600"	209 CFM

67cc Chamber Volume

76cc Intake Port Volume

044™ CNC Super Pro

94 Bore with 45 x 37.5 valves

The Super Pro is a horsepower making machine! The larger 45mm intake flows an incredible 224 CFM, but still retains great port velocity with its 81cc intake port. This head produces huge horsepower on N/A engines. Great for hot street cars and bracket race cars.

Flow @ 25"	
.100"	58 CFM
.200"	112 CFM
.300"	156 CFM
.400"	192 CFM
.500"	210 CFM
.600"	224 CFM

67cc Chamber Volume

81cc Intake Port Volume

044™ CNC Ultra Wedge

94 Bore with 46 x 37.5 valves

The GodFather of all CNC heads. Flowing over 230 CFM, it makes power most race-only heads are capable of! Larger 89cc intake ports allow for extremely high RPM potential & power levels exceeding 240 HP on N/A engines. Great for extremely hot street cars, and drag cars.

Flow @ 25"	
.100"	56 CFM
.200"	110 CFM
.300"	157 CFM
.400"	194 CFM
.500"	214 CFM
.600"	229 CFM
.630"	233 CFM

69cc Chamber Volume

89cc Intake Port Volume

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Game changing

Former editor and regular contributor Ivan McCutcheon looks at the highs, lows and ground-breaking trends which *VolksWorld* has helped promote over the years. And also does a spot of crystal ball gazing to predict what the future holds

OLD SCHOOL
UBH 140E
2 LITRE V8 EATER

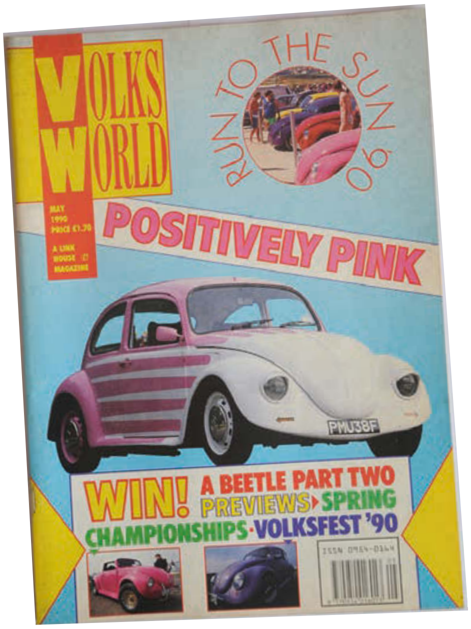
Thirty years. Three whole decades. Who'd have thought we'd be here, just as passionate as ever, still publishing the magazine that the Croydon based specialist publishing outfit, Link House Magazines, took a punt on as a toe-in-the-water tester? Well, we are. And, well, from where I'm sitting, that's something to rightly celebrate. I wasn't there at the birth; my first involvement was exactly like you. I was a reader – and I was an avid one at that. I couldn't wait for the next issue to hit the shelves. I am almost embarrassed to admit it, but I was so into it, I used to walk into the newsagent days before it was due out just in case – what a prawn!

Dream job

As a 23 year-old who was into VWs, it became a burning desire to actually work on the mag, be part of the team. And if it ever became a reality, I had this secret belief I'd be able to do something about the fact there were, in my opinion, too many fillers that should be killers. What about the jaw droppers we drooled over at Bug Jam? We wanted inspiration, didn't we? All my VW friends hankered for features they could marvel at, the cars we'd otherwise only see if we went to California or Camberg, the rare or the coolest.

Anyway, in 1991, I pulled it off – I am still amazed it happened to be honest. But, for some reason, Keith Seume took on the dreamer who'd never even used a typewriter, hovered around the remedial level when it came to the command of written English but knew how a kettle worked and was bonkers about Bugs. Now, I thought, I could make my mark and help make the mag I loved so much a mag you'd love even more. I started to do my bit as soon as I could. I had moved on from the style we'd gone gaga for in the 80's – now known as New Wave or UK Cal Look. The shaved trim, custom mods and mad paintwork had been fun, but I was done with it. My thought process had already changed and Resto Cal had become a stepping-stone for me. I had done the *madder the better* and entered the *better the better* era. I had

> “Keith Seume took on the dreamer who'd never even used a typewriter”



This pink and white '68 Bug made the front cover in May 1990. In my opinion, it just wasn't worthy, simple as that. For the record Keith Seume saw it as the worst he'd signed off. That said, it had a lot of touches I'd carried out on a car I'd built between '88 and '89; graphic paintwork known as scallops, different colour front and rear wheels, colour coding, shaved bonnet handle, newer style sports front seats and Cal Look window rubbers

Hector Bonilla's '67 Bug (below) inspired me to build my own project (left)

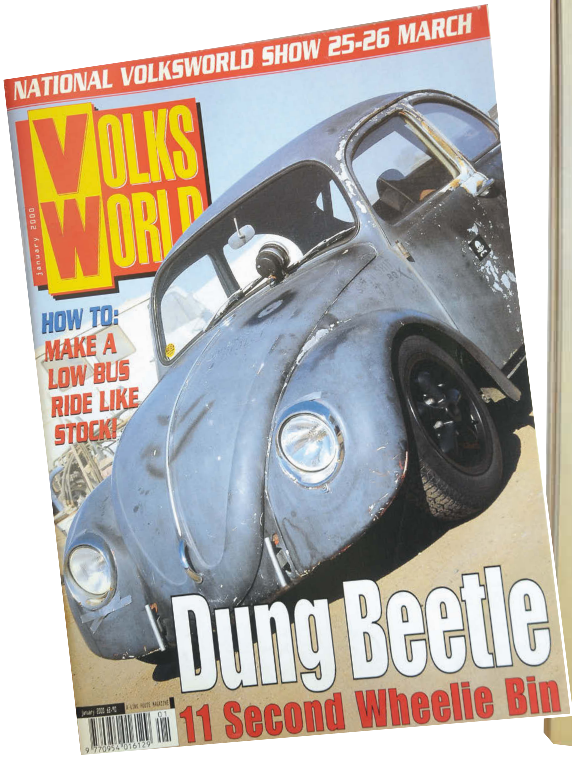
Sadly, you don't see enough people as young and keen as I was at shows these days

realised subtle is far slicker and built a 1964 1500S Notchback (featured November 1990 issue) to try and put my thoughts across. The quest for New Old Stock, original, genuine and correct parts became the focus. Oh, and I'd gone nuts about original EMPI products. Shonky, ill-fitting Taiwanese tat, quiet packs that snapped, clear dizzy caps that arced, chrome tinware that cooked your engine, dress-up kits… no thanks! Hopefully, we all learned by our mistakes.

What is Cal Look?

The fact any VW advertised for sale seemed to have become Cal Look also annoyed the hell out of me. It was like having nettle rash reading classified ads. The style that was so important in my view was diluted so much so it needed sorting. I was, by this time, seriously into the traditional California Look and what became known as Old School. I had been getting deeper and deeper into the subject and was focused on building a car that had all the right ingredients, original BRMs, Weber 48IDAs and the elements the third generation of Der

Much to my irritation, every car in the 1990s was being advertised as a 'Cal Looker'


NATIONAL VOLKSWORLD SHOW 25-26 MARCH
VOLKS WORLD
January 2000
HOW TO: MAKE A LOW BUS RIDE LIKE STOCK!
Dung Beetle
11 Second Wheelie Bin

The January 2000 issue was a real corner turner, in more ways than one

Michael Leche has turned the custom Volkswagen scene on its head with his Apricot Bug. In less than a year, h at Bug Jam, Beetle Bash and the *VolksWorld* Summernationals and that's just the beginning.

Wreck Collector

NOVEMBER 1995 VOLKSWORLD MAGAZINE

I had to argue to use this November 1995 coverline, as the middle word wasn't understood up in 'suitsville'. Michael Leche's Beetle was one of the most heavily modified cars of its time

Kleiner Panzers were driving in So Cal at the time.

Keith backed my crusade, allowing me to promote Old School in the mag. I wrote (there was no email then) to Flat 4 in Japan as I'd heard the company was launching a copy of the BRM and got photos and details, so we were first to break the news. We featured any DKP3 cars we could. Although the photos were lower on quality than I wanted, I made sure we featured my friend Hector Bonilla's '67 Bug. This was the car that had inspired my own '67. Talking of which, the interior retrim I got Bernie Newbury to carry out was nothing close to anything UK VWs were seen with at the time. It was great to see it inspire countless UK cars. The Old School trend exploded, both here and in Europe, thanks to *VolksWorld*.

You what?

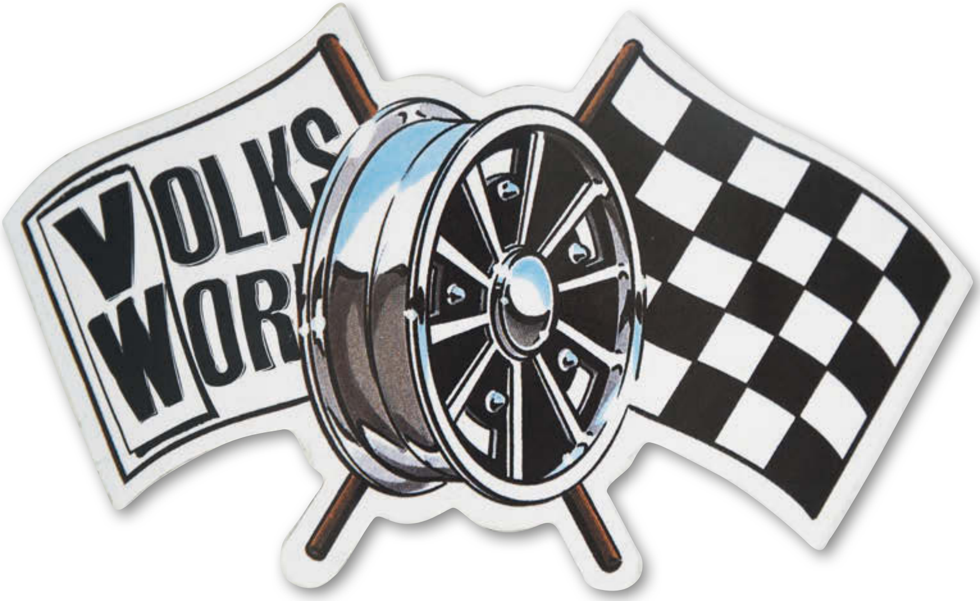
If I was stunned that I ever got a job on *VolksWorld*, trust me, I still can't believe they let me edit it. But in 1995, that's where I found myself. I had little if any clue what it entailed, or for that matter what I was meant to do. I muddled through and made my transition to the one who had responsibilities and had to answer to the suits – neither of which I ever wanted or liked. But, the pay off was something I always buzzed off – I was the bloke who had the keys to the Kingdom – the privilege of putting together your magazine, well, I saw it as our magazine. I saw the suits as monkeys on my back, I never really felt I answered to them – it was more a case of Jedi mind-tricking them that I had accepted their wisdom and superior knowledge (of a subject that'd recently become part of their job, rather than their main passion in life).

Baddest Bug

Although I've said I had gone all out for Old School, it doesn't mean I wasn't about to forget the fact I had foundations in custom VWs. For this reason, the first ever cover car under my watch was Michael Leche's Homer Beetle, one of the most heavily modified cars of its time. I had to argue to use the coverline *Britain's Baddest Bug*, as the middle word wasn't understood up in 'suitsville'.

I got used to fighting for *VolksWorld*, the toughest scuffle being to bring you the cover I felt compelled to publish in January 2000. Namely, Mark Herbert's drag racing Beetle from the USA that looked terrible but ran serious numbers. To put a car like this on the front cover was against every perceived rule for a motoring magazine and my eventual, *Dung Beetle, 11 second Wheelie Bin*, coverline was viewed in a very poor light indeed. I recall being asked 'have you gone mad?' and was assured that if we were to publish a cover like this it would bomb. I went to the top, put forward my arguments, and before being given the go ahead was asked: 'Are you sure enough to put your job on the line if you are wrong?' Without hesitation I replied 'Yes!' Well, I kept my job, as it was the best selling issue in ages. And, more importantly, it got more than just the

"The Old School trend exploded, both here and in Europe, thanks to *VolksWorld*"

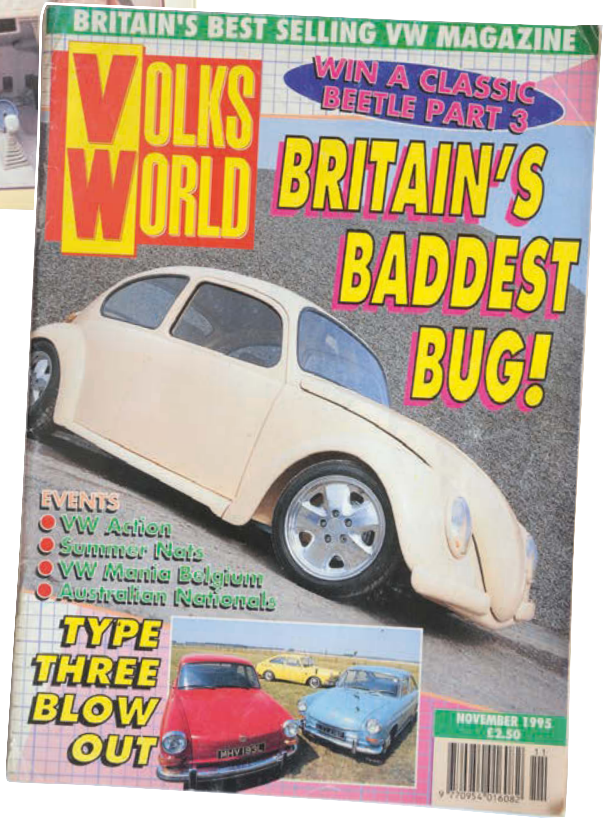

VOLKS WORLD

Hearing that Flat 4 in Japan was about to launch a BRM copy, I wrote to them, got the photos and we were the first to break the news

Getting the kids involved and activating a passion in our hobby ought to be our mission

e has scooped up awards

t: Ivan McCutcheon. Photos: Mike Key


BRITAIN'S BEST SELLING VW MAGAZINE
VOLKS WORLD
WIN A CLASSIC BEETLE PART 3
BRITAIN'S BADDEST BUG!
EVENTS
VW Action
Summer Nats
VW Mania Belgium
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TYPE THREE BLOW OUT
NOVEMBER 1995 £2.50

VW scene talking about *VolksWorld*. The cover and feature helped open a new chapter that grew ever stronger across the world of VWs – it started out as Rat Look and evolved into Patina.

Blaggin' it...

Somehow, I blagged it and remained editor until 2013. I would like to think I did so because of how I saw the role. I always felt I worked for you – the readers. In terms of the subject matter, I have always viewed VWs as something special. They would be taken into photographic studios, lit to show their lines off without anything to detract from them. Why didn't any VW magazines do this?

VOLKS WORLD
VOLKS POWER
VOLKS WORLD
California Look!

These stickers were attached to our July 1991 issue and pretty much summed up the scene at the time. Anyone still got them?

“One of the biggest changes is the quality of restorations”

Well, I decided *VolksWorld* would lead the way. It was a lot more work, a lot more money (especially when we had the studio painted black for Jon Rathbone’s Drag Bug), but *VolksWorld* was able to portray the amazing work invested as something special. There were a few who saw studio shoots as over the top, but weirdly I can’t recall any of those who made such claims being owners of cars we’d approached for features. At least we showed other VW magazines the way, again.

Crystal ball

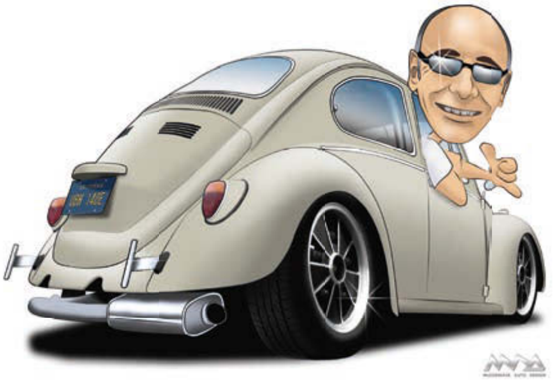
Which pretty much brings things up to date and the privilege of being asked to write something for this very special anniversary issue. Well, the brief my boss, Ian Cushway, gave me has turned out to be the toughest commission I’ve been given. You see, to give you the basics, Ian posed the question (and I have to commend him, as he is spot on!), something along the lines of ‘where do you think the scene is going in the next 10 years?’ Yeah, cool, no problem, until it came to actually thinking about the subject seriously. How am I going to blag this one? Well, I can’t, but the more I thought about it, the more I got into it.

So here are my thoughts. Firstly, new blood – it’s essential. Remember what I said about the super keen 23 year-old that was, uh, me? Well, I don’t see nearly enough of them at shows. If we champion air-cooled VWs to a younger audience at every opportunity, we stand a chance of activating a passion and luring them away from modding cars on their X-Box. You know they’re basic, simple and, with a copy of John Muir’s book, a lot of fun to work on, so preach the word.

If you have spawned, it is your parental duty to indoctrinate your beautiful babies – a Beetle baby grow, that cuddly Bus, Hot Wheels toys, Lego Type 2s that cost more than a TV, dragging them around really fun muddy, cold fields… sorry VW shows. It’s the way, and good on you, as you may well be helping to assure there is a VW hobby in the future. Just like me, there are plenty of bald VW fans, and plenty more who are grey. The cars aren’t the only things getting older.

Moving forward

Threats may be low-key, but by the time my ten year-old son is behind the wheel, diesel cars could have become a memory, and petrol cars will go the same way. What then? Flat-fours on engine stands as show-and-tells and will electric conversions be the hot ticket? Don’t rule it out, even if it sounds shocking. I think it’s probably better to think about what’s happening now, as nice later Beetles are climbing in value, so perhaps it’d be good advice to think ahead and try and snap up something from the Sixties or early Seventies while you still can. Oh, and if you haven’t had a look for a clean 1303 recently you might be in for a shock. You’ll be floored if you try and locate a really good 1302, as lack of interest over the last 30 years has meant they’re harder to find than an Oval. One of the biggest changes since *VolksWorld* was first published in 1987, I am proud to say, is the quality of restorations. I won’t make any friends by what I am about to say, but the good news is there are plenty of restoration candidates to keep things going for another three decades. Remember, I mentioned everything was advertised as Cal Look at the end of the 80’s? Well, when it comes to tomorrow’s projects, the same sort of thing is currently happening, just look for the word Patina and you’ll be spoilt for choice. But, hey, before you get upset with me, think back 17 years, back to January 2000! ■



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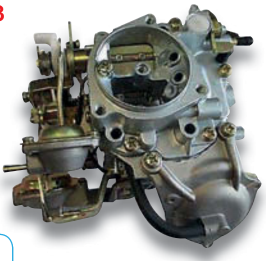

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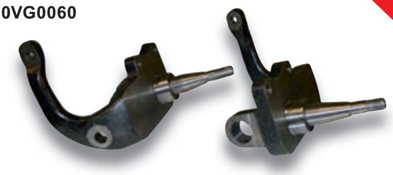

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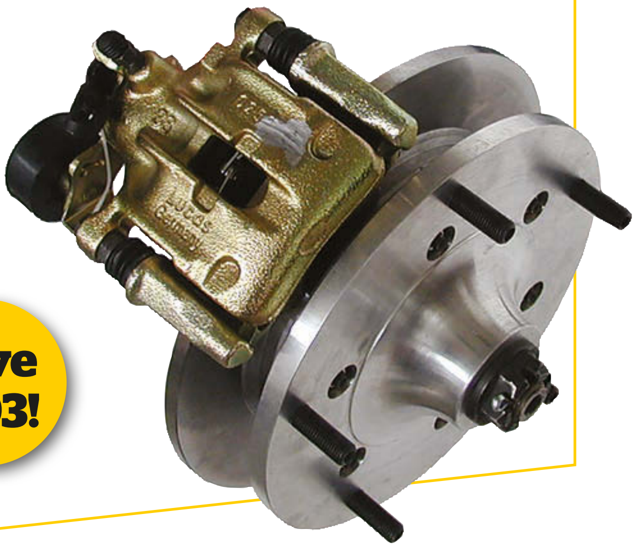
Produced by CSP, VW Heritage (www.vwheritage.com) have a very limited number of these pre-'67 Porsche pattern rear disc brake kits in stock at a super special *VolksWorld* birthday price. Originally £823, the price to you if you act quickly is £630.

Supplied with discs, pads, hubs, caliper brackets, hoses, cables and all the hardware, this kit is designed for 1955-'67 swing axle models.

The part number to mention is AC598002P; jump on the phone to VW Heritage 01273 444000 and mention the mag, and if they're still in stock, you've got yourself a killer deal.



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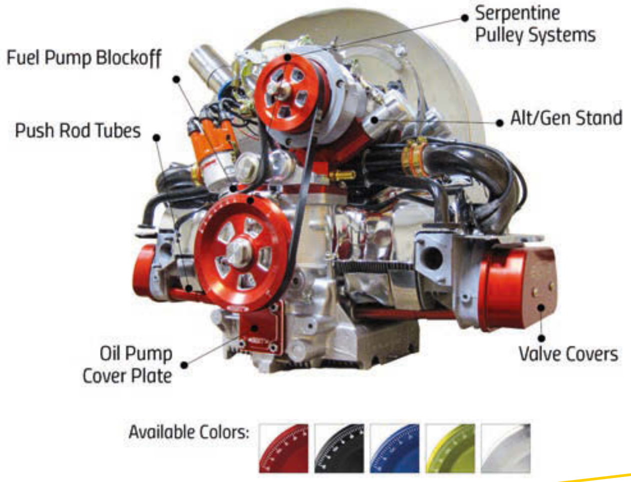
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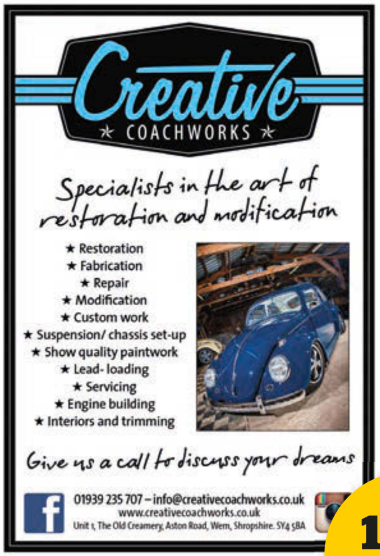
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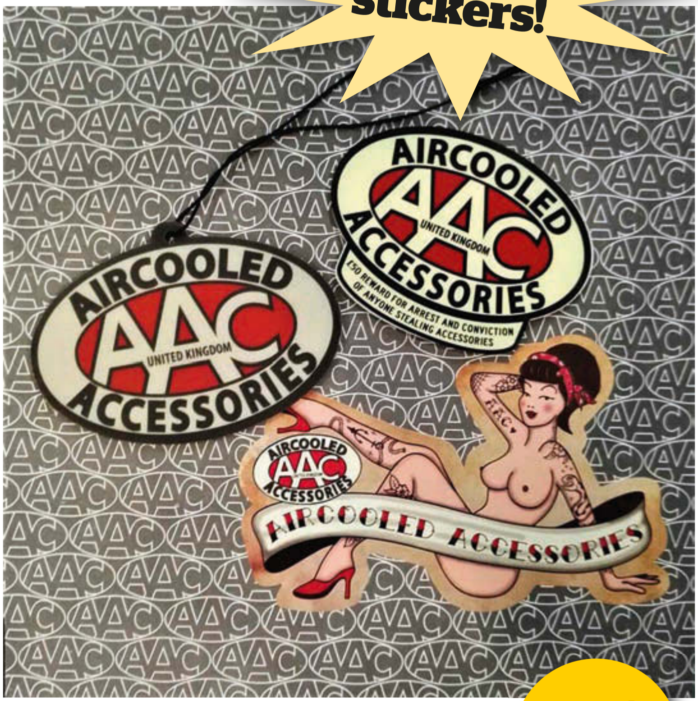

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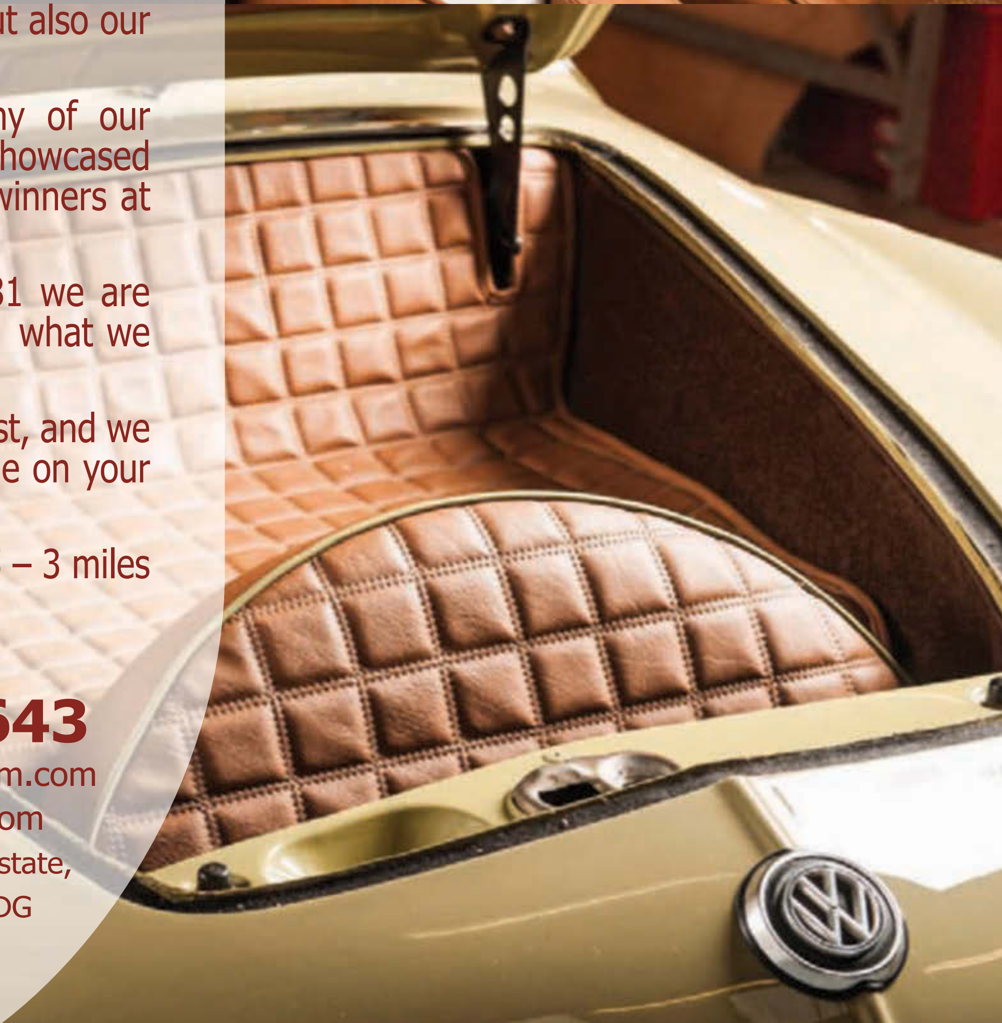

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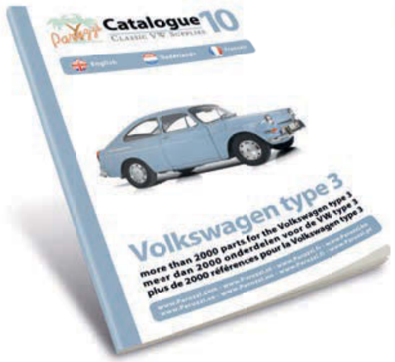
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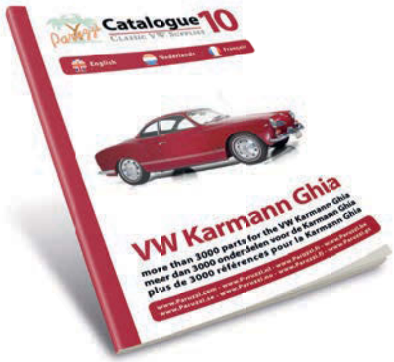
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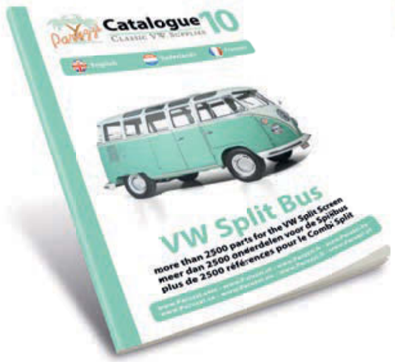
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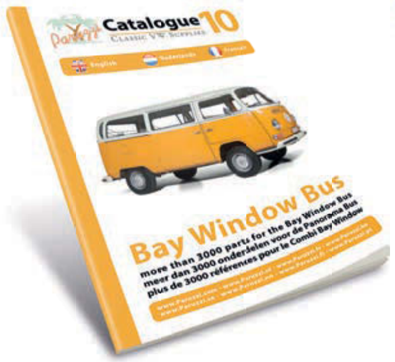
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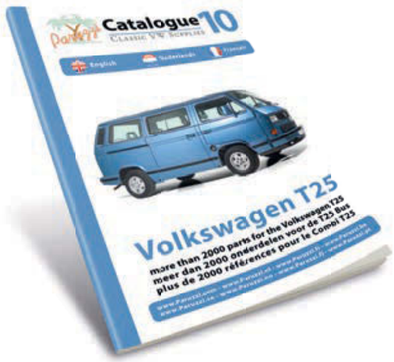
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30 fascinating facts about Volkswagens

To tie in with *VolksWorld's* 30th, Richard Gunn presents 30 stimulating snippets of trivia you might not have known about the world's favourite air-cooled, rear-engined vehicles and the firm that made them

Words
Richard Gunn

30 years
VOLKS WORLD
Sharing the passion since 1987

Happy birthday to us. And, if you've been with *VolksWorld* right from the start, thank you for sticking around. It's been quite a ride and interesting to see just how much the scene has changed and grown since 1987, and how healthy and big it remains. Long may this continue.

Of course, VWs have been going for much, much longer than this magazine, and during those 80 years, there have been a lot of *Volkslore* tales that have sprung up. So, if you're fond of boring – sorry, fascinating – your mates with little bits of Beetle and Bus trivia, then this is for you; 30 obscure Volkswagen stories with which to entertain and inform anybody just dying to hear you talk even more about the marque. Furnished with facts like these, you'll be the life and soul of any party. We promise…

01 Enough Beetles to...

^ In total, 21,529,464 Beetles were built from 1938 to 2001, give or take a few Bugs here and there. But now comes the science part. If you laid all of them out, bumper to bumper, they'd stretch for about 54,434 miles. That's two times around the Earth, and you'd still have enough cars left over to reach Cuba from London. Which would be fine, because Beetles are pretty good at swimming

02 Floatswagon

^ Peter Duncan's attempt to cross the Irish Sea didn't end well

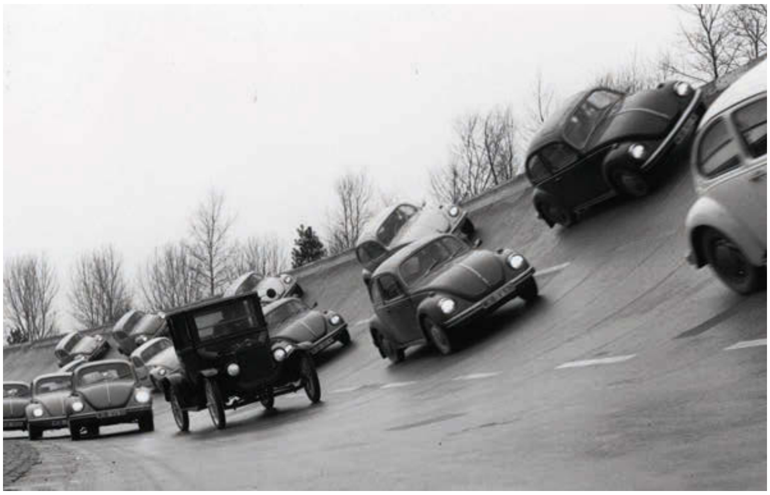
The Beetle is famous for being water- and air-tight. And for those whose finances didn't run to a Schwimmwagen, there have many attempts to turn the Type 1 into ocean-going transport. During the 1970s, Malcolm Buchanan managed to successfully cross the Irish Sea, starting out from the Isle of Man. Ex-*Blue Peter* man of action Peter Duncan also tried the same stretch of water in 1985 during his BBC programme *Duncan Dares*. His propeller-and-rubber-equipped VW made it about three quarters of the way before sinking.

03 Mosquitoes, mosquitoes everywhere

Just over 80 years ago, this was all swamp and nasty insects

Wolfsburg today is a major city and, thanks to having the sprawling Volkswagen factory at its heart, one of the richest in Germany. But prior to the 1930s, it was little more than a sparsely-populated mosquito-infested swamp, mostly owned by a local Count. Despite the protests of an insect expert who warned that 70 species would be lost, the switch from blood-sucking bugs to petrol-drinking ones began in May 1938 when the first foundation stone for the car factory was laid.

05 Beating Tin Lizzy



Volkswagens accelerated past Ford's greatest hit in 1972

And on the subject of Fords, it was on February 17th, 1972, that the Beetle beat the Blue Oval's Model T production record of 15,007,033 and became, officially, the biggest-selling car ever. In celebration, Volkswagen issued a publicity shot showing a bunch of Beetles dominating a lone Tin Lizzy – as Model Ts were known – on a banked circuit. The limited edition Marathon or World Champion Beetle's spoked wheels were apparently a small tribute to the Ford's own artillery type items.

04 Not worth a damn

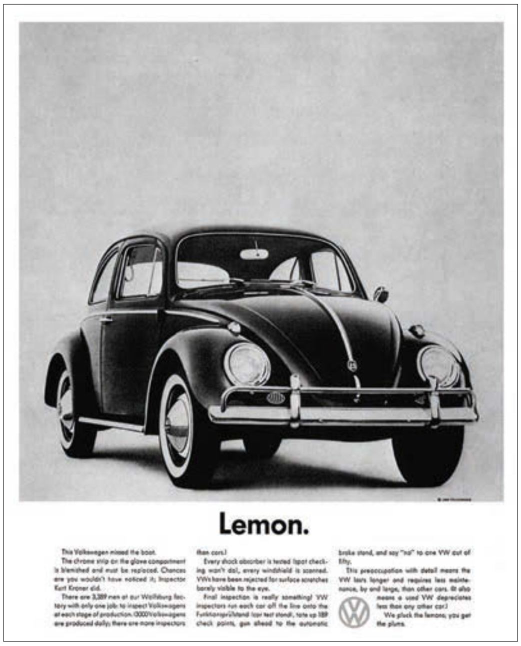
SEMAPHORE!
TURN SIGNALS

The Blue Oval could have owned the white oval, for free

After the Second World War ended, few people thought anything would come of the Beetle. In 1948, Ford was offered the chance to take over the entire Wolfsburg operation for free. Ernest Breech, the chairman of Ford, famously commented: "I don't think what we are being offered here is worth a damn!" A few years earlier, a commission headed up by Sir William Rootes of the British Rootes Group car conglomerate dismissed the Beetle as ugly, noisy and predicted it would be popular only for two to three years. "It would mean no undue economic competition on the world market against British products" apparently. So, how did that work out for you Rootes? Oh, sorry, you died out during the 1970s…

06 Lemon-fresh

It was thanks to the very famous 1960 Volkswagen Beetle advert which appeared to call the car a 'lemon' that the word became such a widely-used American expression for any vehicle that was a bit, well, crap. The ad had such an impact there that even today, it's still a much more commonly used phrase across the Pond than in the UK. It also signed off with the greatest ending ever: "We pluck the lemons, you get the plums." Priceless.



Lemon.

The advert that gave birth to an entirely new expression

07 The world's fastest

Beetles, of course, aren't known for their speed, but in 1988, a heavily modified 1955 example managed to reach almost 175mph. Unfortunately, last year, it was beaten by a current model Beetle LSR, which managed to top 205mph. But, to be honest, it wasn't really a proper Beetle, was it? And it does give classic Beetle owners a record to aspire to…

Not quite the world's fastest Beetle here…

This LSR stole the glory from the fastest air-cooled Beetle in the world, by 30mph

09 The number of the Beetle

Ever wondered where Herbie's racing number of 53 came from? Well, we're going to tell you anyway. Bill Walsh, who was the producer of the original The Love Bug in 1968, was a baseball fan, particularly Don Drysdale of the Los Angeles Dodgers. His shirt number was 53, so it was borrowed to feature on the loveable Beetle with a mind of its own.

ARE
HERBIE
GOES BANANAS
53
OFP 857

It was all down to baseball

08 A Volkswagen for pizza money

Next time you have a Domino's pizza, spare a thought for its co-founder James Monaghan. He purchased DomiNick's pizza store in Ypsilanti, Michigan, in 1960, along with his brother Tom. The business gradually expanded, but after three stores had opened, Tom took over James' 50 per cent of the business during 1961 in return for a Volkswagen Beetle – and a used one at that. When Tom sold 93 per cent of his stake in the company much later in 1998, it was for around $1 billion. Awkward.

DOMINO'S PIZZA

Domino's issued a collectable scale model of the infamous 50 per cent Beetle to celebrate its 50th anniversary

10 Celebrity endorsement UK

Famous Brits with a penchant for air-cooled Volkswagens include Chris Evans and Ewan McGregor, both of whom have Beetles. The Type 2 can number Princess Margaret, Peter Sellers, Jamie Oliver, Vic Reeves, Richard Hammond, Jenson Button, Jay Kay of *Jamiroquai* and Vernon Kay among its past and present fans. Ewan also had a Split Screen one of those too. The Karmann Ghia, meanwhile, could count Robbie Williams as an owner, along with Dermot O'Leary. Internationally, Paul Newman had a 1963 Beetle Cabriolet while Jack Nicholson in 1969 reputedly commented that "Anyone out here who doesn't drive a Volks is either ostentatious or stupid."

The young Ewan with his very first car, a 1979 Beetle he bought for £500 when aged 16, the same year that *VolksWorld* was launched

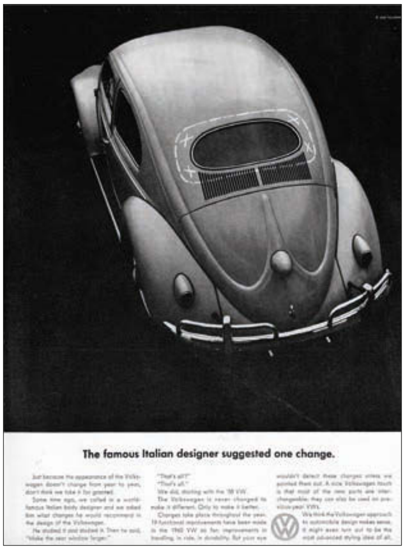
11 From camper to Kong

Adored by dogs, based on a Type 2 bump stop

The best-selling Kong dog toy owes its inspiration to a bit of Volkswagen Type 2 suspension. The company's founder, Joe Markham, was working on a Bus one day and threw a few bits to his retired police dog Fritz to play with. Fritz was particularly taken by the rubber bump stop from the rear torsion bar suspension, which, with its erratic bounce and inherent toughness, proved to be ideal stimulation for a bored canine.

13 Who was behind the big window?

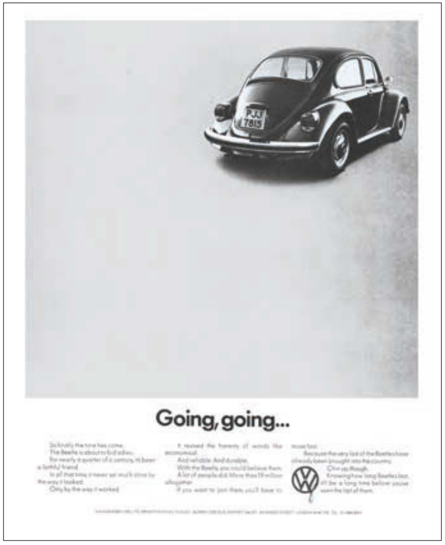
In 1960, Volkswagen ran a print advert, with accompanying television commercial, claiming that the 95 per cent bigger rear window on the 1958 Beetle was dreamt up by a 'world-famous Italian designer' as the only way he could think of to improve the car. But who was that designer? Well, his name was Sergio Sartorelli and he worked at Ghia, the company behind the Karmann Ghia (although company owner Luigi Serge had penned that masterpiece). Sergio would later come up with the Karmann Ghia 1500 Type 34.



The famous Italian designer suggested one change.

Sergio Sartorelli of Ghia was that famous Italian designer

12 To Milton Keynes with love



Going, going...

According to urban legend, the bodyshells of the last two Beetles made in Germany are preserved in protective wax because they're regarded as so historically significant by the company. However, they're not stored at Wolfsburg or anywhere else in Volkswagen's homeland – instead, you'll find them in VW's main parts store in… Milton Keynes. Anyone up for a ram-raid?

The final European Beetles now live in Milton Keynes

14 How many?

One of the *VolksWorld* Show's frequent attempts to put too much pressure on a poor unsuspecting Beetle

Seeing how many people can be crammed into and on a Beetle, for charity or publicity purposes, has been a popular pastime for decades, including at our own *VolksWorld* Show. The record for inside was 15 plucky souls in Brazil, beaten in November 2009 when 17 people managed it with a 1971 car. Then, in December 2010, 20 managed to shoehorn themselves into a 1964 model in the USA, to draw attention to human trafficking. That said, Blue Peter in 1971 managed to get 104 people both in and on a Beetle, which was then driven several metres to demonstrate it hadn't imploded. The record for a Type 2 is 51 people, in a 1974 camper, during Busfest 2015 in Worcestershire.

15 How much?

This genuine Herbie, from the 1977 and 1980 movies, made £84,536

We all know how expensive – unfortunately – it can be to buy a Volkswagen Beetle or Type 2 these days, out of all relation to how cheap and cheerful they were when new. In 2015, a 1963 Beetle, apparently used in 1977's Herbie Goes to Monte Carlo and 1980's Herbie Goes Bananas and decorated as the star of the films, set a world record for the model by selling for $126,500 – that was the equivalent of £84,536. Such is the price of fame. An 'ordinary' but original 1960 saloon, albeit one owned by US comedian Jerry Seinfeld, went for $121,000 (£83,532 then) in March 2016. Prior to those, a 1955 Beetle Cabriolet, with no celebrity provenance, had set the standard at $82,500 (£49,557) in March 2014. And for Type 2s? Well, they're more expensive – in November 2014 in Berlin, a 1955 23-window Samba made a whopping €190,000 (£150,823). It must have been VERY nice…

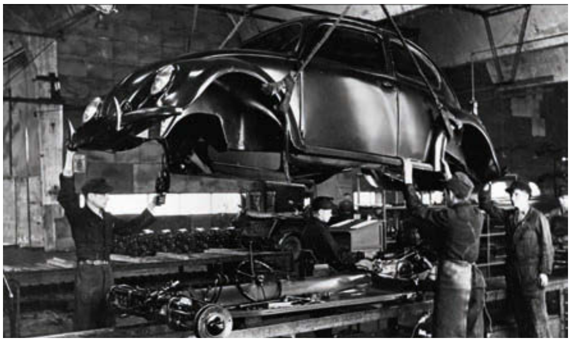
At £150,823, that's £6558 per window for the 1955 Samba

16 Saving the Desert Fox

German Field Marshall Erwin Rommel, known as the Desert Fox, was particularly fond of Volkswagen's wartime Kubelwagen, not least because he claimed one saved his life. He was in one when it strayed into a minefield in the Sahara. Fortunately for him (if not for the allies) its light weight meant it didn't set off any mines, although a heavier, following vehicle did trigger an explosion which killed its occupants. Rommel later personally thanked Ferdinand Porsche for the design that saved his skin.

Volkswagen 1, Minefield 0

17 Smells a bit fishy


Early post-war Volkswagens were a little rough and ready and often ponged of fish

When production of the Beetle restarted after the war under British Army supervision, the vehicles emanating from the largely ruined Wolfsburg factory were a bit rough and ready. Those early post-war machines would often smell strongly of fish, thanks to the glue used to fix the cardboard headlinings in place, which was made out of fish because there was little else available. On a hot day, the pong could reputedly be bad enough to force any occupants out of the car.

18 Numbers, numbers, numbers…

The peak year for Beetle production was in 1971, when 1,291,612 examples were built, out of an overall total of 2,071,533 Volkswagens. There were eight years during which over a million Beetles were manufactured: 1965, 1966, 1968, 1969, 1970, 1971, 1972 and 1973. After that, of course, the water-cooled legions of Golfs, Passats and Sciroccos started to take over.

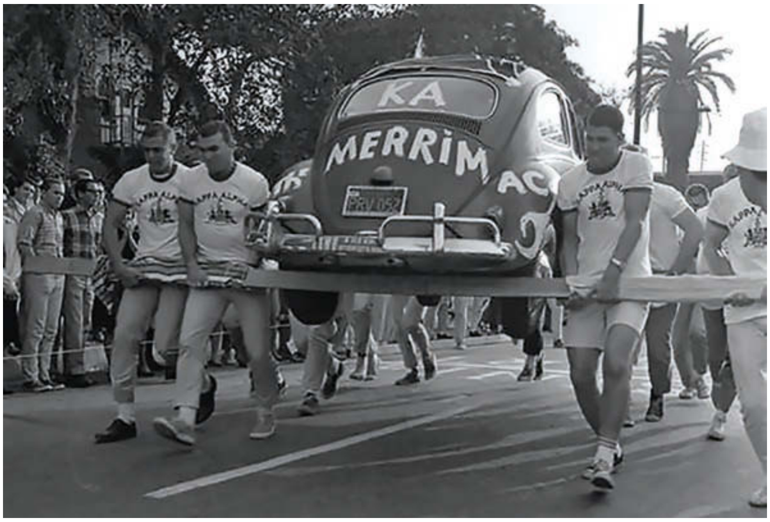
19 The 50,000th British Beetle

Volkswagen Motors Limited – the UK firm responsible for bringing VWs over for an eager British public – was founded in 1953. Seven years later, the 50,000th Volkswagen was imported into Britain and, rather nicely, this 1960 Beetle was presented to the widow of Colonel Charles Radclyffe, the Royal Electrical and Mechanical Engineers army officer who, as the superior of Major Ivan Hirst, had done so much to restart production at Wolfsburg after the Second World War ended. What a very fitting home.

The 50,000th Volkswagen to come to the UK was presented to the widow of Colonel Charles Radclyffe

20 Tote your Volks

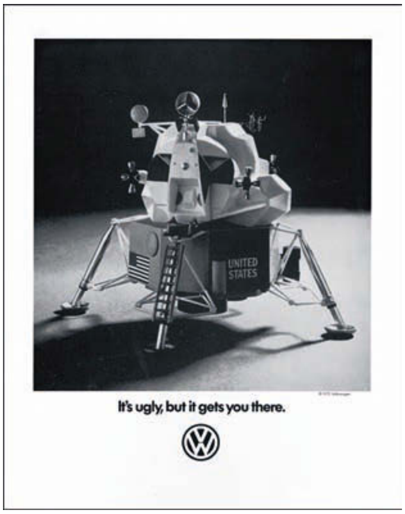
During the 1960s, an unusual sport developed among students in the USA and Australia. Called 'Volkstote', it involved any number of people carrying a standard Beetle a fixed distance in the shortest possible time. The catch was that everybody then had to pile back in the car so it could be driven back to the start line. One college in Australia managed a time of 26.8 seconds in 1965 using 12 students. The Australian arm of Volkswagen was so impressed that, for a while, it offered an annual cash prize to be donated to charity. One for the *VolksWorld* Show next year, perhaps?



This is what young people did for fun before mobile phones and the internet

21 Space: Volkswagen's final frontier

The Beetle became such a ubiquitous sight throughout the USA during the 1960s that it started to be used as a unit of measurement, with NASA seemingly becoming especially fond of it. When astronauts James McDivitt and Edward White spent four days in space on 1965's Gemini 4 mission, it was issued that "Ed and Jim's living space has about as much room as the front of a Volkswagen." Of the enormous Titan rockets, used from 1959 to 2005, it was said that "The first stage of the Titan engine generates 430,000 pounds of thrust at maximum, or the equivalent of the thrust that could be generated by 219,000 Volkswagens." At least one astronaut, Frank Borman (Gemini 7 and Apollo 8) drove a Beetle as his personal transport.


UNITED STATES
It's ugly, but it gets you there.

Volkswagen repaid the space complement to NASA with this 1970 advert

22 Getting the hump

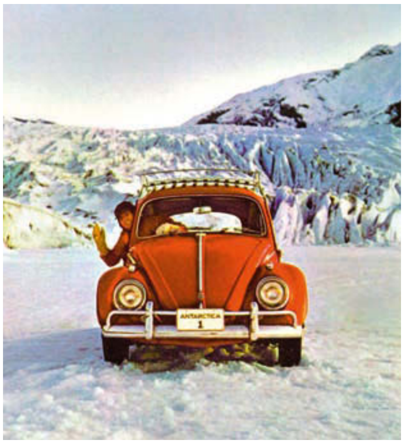
A Volkswagen dealer in Osborne Park, Western Australia, once took a very unusual trade-in for a new Beetle. In part exchange for the new car in 1965, it accepted a three-week-old camel, crediting A$100 for the humped transport. Try doing that now. Actually, no, don't.

Photo: John O'Neill

Well, it's sort of Beetle-shaped…

23 Antarctic exploration

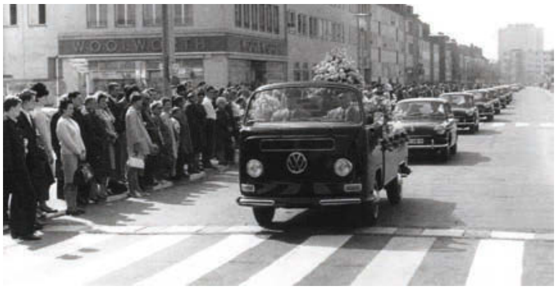
A 1962 Beetle spent a year being used at a scientific research headquarters in Antarctica. The Red Terror, as it was nicknamed, survived intense temperatures, constant snow and winds of up to 125mph, and was used for running around the base in preference to dogs and tracked vehicles. It even proved adept at climbing hills. When it returned to civilisation – well, Australia – it was promptly taken out on the 1964 BP Rally of South Eastern Australia, a rough-road 2000-mile event. It won. Naturally.



The Red Terror, known officially as Antarctic 1

24 Goodbye to Heinz

Heinz Nordhoff is probably the single most significant person in Volkswagen history; it was he who became managing director in 1948 and steered the company from being ruined and worthless to being a successful global powerhouse in just 20 years. When he died in April 1968, thousands of people turned out in respect along the route of the funeral procession through the streets of Wolfsburg. Responsible for conveying his coffin was a one-off bay window Type 2 pick-up with an open top cab, while official mourners followed in a fleet of Type 3 Notchbacks.



Heinz Nordhoff's funeral in 1968

25 The Bond connection

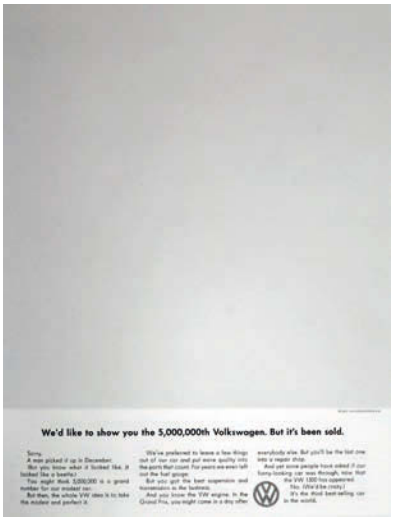
Somebody you might not have expected to own a Volkswagen Beetle is James Bond. Or at least Sean Connery, who had one during his 007 tenure in the 1960s, presumably for anonymity and as a complement to his Porsche 356. Incidentally, air-cooled Volkswagens have been seen in *Dr No*, *From Russia With Love*, *Goldfinger*, the spoof first *Casino Royale* in 1967, *On Her Majesty's Secret Service* (a 1300 Beetle driven by a fellow MI6 agent, as well as some other Type 1s ice racing) and *Diamonds Are Forever* – both in ordinary form and disguised as the moon buggy that 007 steals. VWs also pop up in *Live and Let Die*, *The Man with the Golden Gun*, *The Spy Who Loved Me*, *Moonraker* (including the MP Lafer, a VW-based kit replica of the MG TD), *For Your Eyes Only* (killer dune buggies!), *Octopussy* (Roger Moore gets a lift in a Beetle while trying to avert nuclear armageddon, after being taunted by youths in a Karmann Ghia) and *A View to a Kill*. Timothy Dalton in a Land Rover sideswipes a Beetle in *The Living Daylights* and Daniel Craig gets a ride in a very battered 1997 Mexican Beetle during 2008's *Quantum of Solace*.

The 1300 Beetle from *On Her Majesty's Secret Service*

Sean Connery with his Porsche 356. Obviously a fan of air-cooled, rear-engined cars then

James Bond had a go in this very decrepit Beetle during *Quantum of Solace*

26 Five million truths



We'd like to show you the 5,000,000th Volkswagen. But it's been sold.

An American advert for 1962 celebrated Volkswagen reaching a production total of five million Beetles, but proclaimed it couldn't show customers a picture of the car because it had been sold and 'a man picked it up in December.' Trouble is, Volkswagen may have been a little economical with the truth here. Beetle number 5,000,000 had indeed been produced in December 1961 (on the 5th to be precise) but, bedecked with flowers, it was presented to the International Red Cross by company boss Heinz Nordhoff, rather than being sold.

27 American pioneer

Ben Pon and the first Beetle to be shipped to the USA

Millions of Beetles were sold in the USA. But they had to start somewhere, and that was on 7 January 1949, when one arrived in New York City with Ben Pon, the Dutch dealer who also inspired the Type 2 Transporter. But it didn't go well. There was still a lot of anti-German sentiment around and nobody was remotely interested in the weird-looking foreign car with its engine in the wrong place, even if they weren't being rude about it. Ben eventually had to sell the car for $800 just to pay his hotel bill and went back to Wolfsburg empty-handed. Still, the situation got a little better: just 13 years later, the millionth Beetle was exported to the United States.

28 Hard-top Heb

All those cabriolets…but there was only one hard-top Hebmuller

The Hebmuller story is one of the great what-ifs – gorgeous-looking and ultra-desirable convertible Beetles with long, tapering rear decks that came to a premature end when a 1949 factory fire plunged the firm into financial crisis. Between 697 and 750 were built, around 100 survive. However, as well as the al fresco cars, there was just one little-known and equally attractive coupe version made. Unfortunately, it was written off in an accident and no more were ever built. Incidentally, although Hebmullers' rear engine lids look like they're modified front boot lids, they weren't – they were handmade panels.

29 Elephant attack

Volkswagens are, of course, tough old machines, which is one of the reasons they've ended up all over the world. In July 1965, a Canadian tourist and his friend were driving through the, ahem, fiddly-named Wankie Game Reserve in what is now Zimbabwe in a Microbus. They found their way blocked by a herd of elephants, one of which decided to attack. The 10-second attack completely rolled the VW and left it peppered with tusk holes on its side and floor. Its two occupants sought refuge in the bush and, when night fell, turned the lights on and were eventually rescued. When they returned to the battered Bus with a team of people, they were able to right it, recharge the battery and start it first time. "It has run perfectly ever since," recalled one of its lucky occupants later.

30 Parts galore

If you've ever wondered how many parts there are in a Beetle, then you're in luck. For in 1960, Volkswagen helpfully counted them up for an advert. And the total? Well, it's 5008, 'to be exact' according to the company. That was still the case in 1962, apparently, when a similar advert was published, even though, by then, a fuel gauge had been added to the dashboard. Which makes us wonder what they'd taken away to still get the same figure. Oh yes, the fuel tap…

Just some of the 5008 parts in a typical Beetle. That bloke is probably counting them up

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Pretty in pink

To understand the story behind this Squareback we need to go back to 1980's Orange County California and then all the way to present day Aberdeen in Scotland

Words Cathal O'Toole **Photos** Chris Frosin

While Colin Burnham was building his iconic Cal Looker Beetle here, across the pond a Squareback was making similar waves on the Stateside VW scene. So much so that the magazines that featured it made their way to Aberdeen and into the eager hands of a young Russell Ritchie. He had never seen a Type 3 that looked so clean, simple and groundbreaking. He loved it – so much so, in fact, that he promised himself that one day he'd own it. Alas, fate got in the way and the car was lost a long time ago, so while he never managed to fulfil his promise, he did do the next best thing and built a detail correct replica.

Original template

The original Squareback in question, nicknamed PEPTO, was built by the legendary Bill Schwimmer. Bill was a member of the DKK (Der Kleiner Kampfwagens), important players in the early Californian VW scene. *VolksWorld* managed to track him down to find out how the template for Russell's project came about.

"My first car was a '72 Squareback. I traded that for a '57 Oval Ragtop which I then sold to buy an orange '70 Beetle from my brother, Randy, who was a car painter. I was 19, I put a set of IDA carbs on a 1835cc motor and it was good enough to get me into the DKK which was the premier club at the time. After a couple of years I wanted another Squareback because it was difficult carrying a BMX in the back of a Bug so I traded the '70 in early 1983 for an India Red '67 Squareback. I kept my polished 8 spokes, my Berg shifter and my EMPI GT steering wheel.

"The Square was a pretty decent car but needed minor mechanical work – I took it to Bug-In 30 painted red. Towards the end of May '83 somebody decided they didn't like it too much and keyed it all over, bad enough for it to need a complete repaint. My Brother asked me what colour I wanted, to which I replied, 'Any colour but

>

"he did the next best thing and built a detail correct replica"

CALIFORNIA
PEPTO

^ Gavin at TQR did an amazing job in getting the panels arrow straight red. Surprise me.' Poppy Lilac was perfect for the time – and it just happened to be an official VW colour.

"I ran it in the summer of '83 and to say it drew attention would be an understatement, especially once I'd added the Fuchs rims. However, I've always been a traditional performance kind of guy and my thoughts were turning to something I could bolt a set of BRMs to and add a fire breathing IDA motor so in January 1986 I traded it for my '55. "Recalling all this has really brought back some great memories, though," explains Bill. "The original build wasn't perfect, but it was put together using all that we had."

Real life replica

Fast forward from sunny 1980s California to a no doubt rainy October 2016 in Aberdeen. Having heard that the 2017 Freddie Files show was to be called the 'Squareback Squadron' and dedicated to the Type 3, Russell had the perfect excuse to build a car that has always held a place in his heart. Relive his youthful desires so to speak.

The problem was that the Freddie Files were in March so taking the Christmas holidays into account he was cutting it fine. Oh yes, and he didn't have a Squareback which was probably an even bigger hurdle.

However, luck was to play a hand when in December Russell heard that Angus at VW Camper Company in Oxfordshire had a possible candidate for sale. It was a rust-free US import and a desirable 1967 model. Not wanting to miss out Russell did a deal straight away and the car was collected and brought to his good friends Richie and Jo's place in Clacton-on-Sea where Richie wasted no time in getting the Square down to a suitably cool ride height. A week later Russell left Aberdeen and headed to Richie's where they all mucked in stripping it back to a bare 'shell.

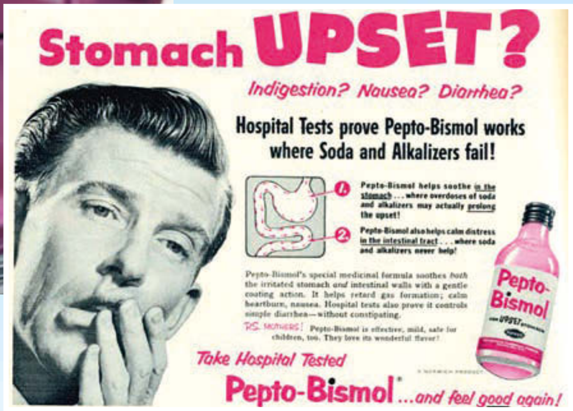
>

> "The original build wasn't perfect, but it was put together using all that we had"

The style may be 30+ years old but it still turns heads

CALIFORNIA
PEPTO

Stomach cramps? Try some PEPTO



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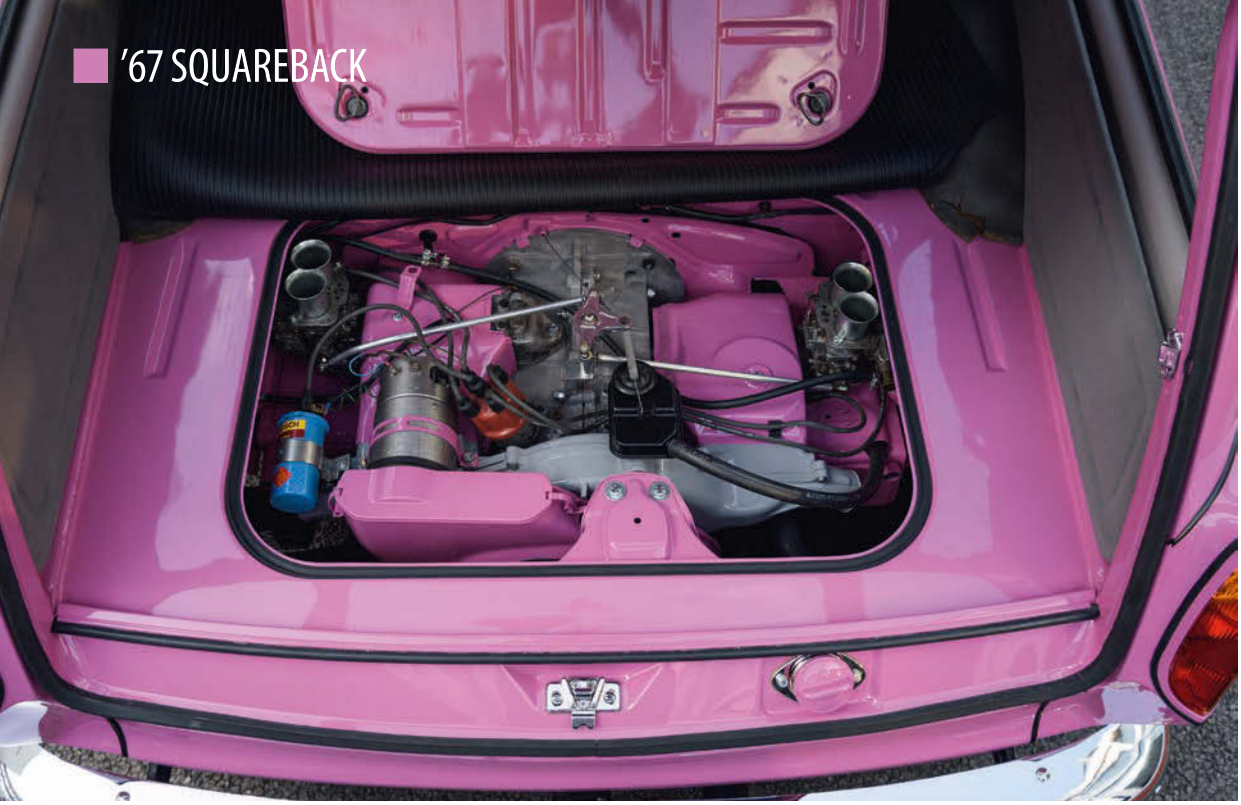
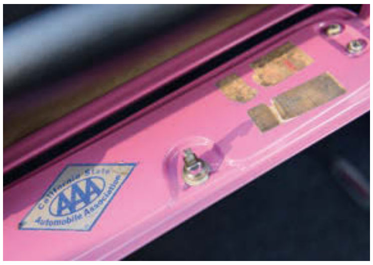


The A1 exhaust and manifold, from California of course

The 1776cc engine is a perfect reproduction of the original with twin Solex carbs, a 69mm Berg counterweighted crank, 90.5mm pistons, Engle 130 cam and Berg pushrods

It's not often you see a replica built to this exacting level

Russell took these off before the respray and returned them to the very same spot afterwards



Fully polished Fuch rims with colour coded and detailed centre caps. It's all about the details

Seeing Russell's Square is like stepping back in time, even down to the DKK club sticker which came from Fabien Speedwell's personal collection

Der Kleiner
D.K.K.
Kampfwagens

Russell has gone to great lengths to ensure this is a faithful copy, even using the original headlamp rim to get the colour match spot on

TECH INFO

BODY
Stock 1967 bodyshell; shaved trim; Flat 4, Euro tail lights; colour coded headlight rims; paint: VW Poppy Lilac (L40M)

ENGINE
1776cc with 009 distributor; dual Solex carbs; 69mm Berg counterweighted crank; 90.5mm pistons; 12lb flywheel; Engle 130 cam; colour coded tinware; A1 Mufflers (Santa Ana, California) exhaust

GEARBOX
Stock 4-speed manual

WHEELS & TYRES
Polished Porsche Fuch rims 15x6 all round; Michelin 135/15 tyres at front, 165/15 tyres at rear; detailed centre caps

INTERIOR
Replacement dash cover; stock seats recovered in grey velour; new headliner; Gene Berg shifter with Line-Loc mounted to shaft; 3 spoke steering wheel; grey carpet with black edging

SUSPENSION
1 spline drop at rear, 3in drop at front; Koni front shocks; KYB rear shocks

BRAKES
Disc brakes up front; stock drums at rear

This is commitment, colour coding your jumper

From Germany to the US, on to Aberdeen and then back to Cali – this is one well-travelled Square

Next port of call for this soon to be revamped Square was Trailer Queen Restorations in Cornwall. TQR have a well deserved reputation for turning out show winning paint jobs, many of which we have featured in *VolksWorld* over the years, and by the end of January a flawless finish had been achieved. "The skill and craftsmanship displayed by Gavin has made it the best paint job I've ever seen," confirms Russell. "There is little to no filler on this car, it's all hand shaped and smoothed. It's better than it ever was."

By this point, Russell had been in touch with Bill who'd rediscovered one of PEPTO's original headlight rims to ensure a perfect colour match.

Part of the story

Like a military operation, parts were ordered by Russell and distributed as required. Mario from T3HQ in Germany went above and beyond and Russell cannot recommend him highly enough for the quality of his parts, his advice and knowledge as well as the speed parts were shipped. Some of those parts included seals, a perfect dashboard from his personal collection, an unknown amount of clips, guides, brake parts and even an NOS rear tailgate. "Without his input the project would have undoubtedly stalled," admits Russell. Alex from ISP West in California supplied new window seals, various parts to complete the tinware and a boot cover. Meanwhile, Frederic Peeters, or Fast Freddie to his mates, came up trumps with a NOS rear valance. This was sent directly to TQR for Gavin to prep for paint. Other NOS parts included both rear wings which Russell had in his own parts stash.

Now it's motoring

While PEPTO was being painted, Richie Webb of RJ Volks Performance built the engine in the exact same spec as the original which included a 69mm Berg counterweighted crank, 90.5mm pistons, Engle 130 cam, 009 dizzy and Berg pushrods giving a strong and punchy 1776cc unit.

Also hard at work were Cambridgeshire specialist T3D who were busy making up the headlining and interior. With this done, the car was loaded into a trailer and despatched to Aberdeen where Russell and team Vintage VW Werke rebuilt the entire car in ten days, finishing it just in time to head to Ninove in Belgium to unveil Russell's 30-year dream to the public. March 12 saw the streets of Ninove packed with Type 3s of all variations but without a shadow of a doubt, PEPTO stole the show with Russell taking home a Top 3 trophy. After a phenomenal weekend, PEPTO was once again on the move, this time it went to our very own Ivan McCutcheon's house where it was stored for two weeks and then brought to The *VolksWorld* Show where it won a Top 20 Award.

> "There is little to no filler on this car, it's all hand shaped and smoothed. It's better than it ever was"

Mario at T3HQ supplied the hard-to-find dash cover from his own stash

The US magazines that inspired Russell to build his own PEPTO replica

SHOOTOUT: VW JETTA GLI vs. BMW 318i
VW PORSCHE
BEETLE BASICS
'67 SQUAREBACK

Vintage Gene Berg shifter helps date this car

Bill re-united with PEPTO three decades later – well kind of. He says it's a blast to drive around in the Cali sun

> “When it arrived, Bill said it was actually better than the original”

Yanks a lot

Incredibly, the whole PEPTO theme has now gone full circle – starting when the original came to Aberdeen in print form and finishing with the replica making its way to the US in a container bound for Bill Schwimmer's house. And the ultimate accolade for Russell? “When it arrived, Bill said it was actually better than the original.”

One thing Russell is always asked about is the origins of the PEPTO name. Well, Pepto Bismol is a US antacid sold in rather bright pink packaging so it just seemed appropriate.

So there you have it. A dream that was sparked by a magazine highlighting the Californian lifestyle to a young impressionable teenager in Aberdeen has now gone 360 degrees as that young boy has committed his hard earned pound notes to recreate something that's better than the original. And now that Square is back where it belongs, cruising the streets of Cali. ■

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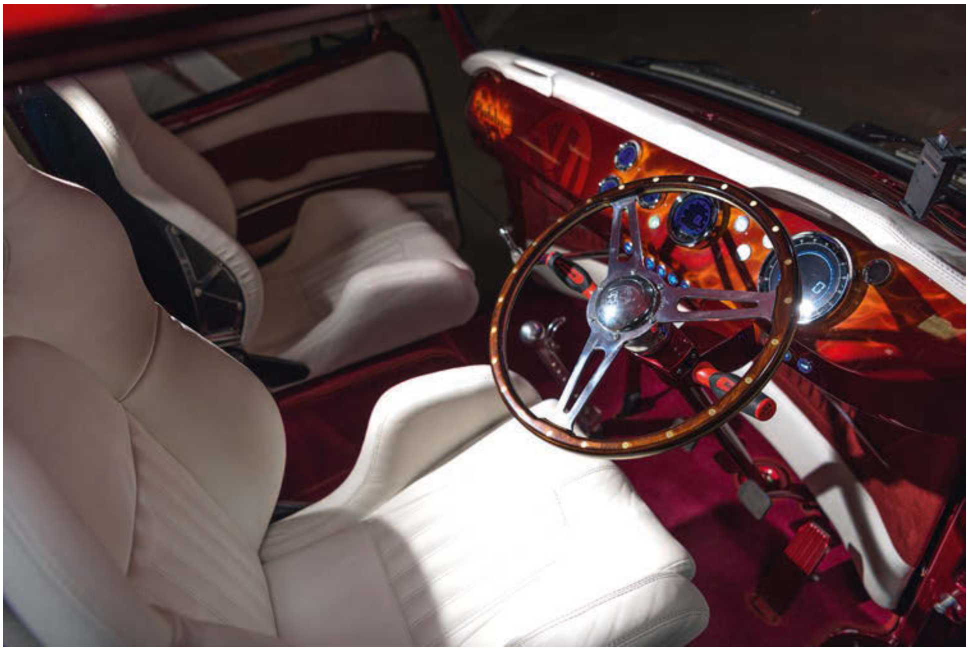
The ten-year itch

Buying a 'slow' 1974 VW Camper for his son's first car seemed like a good idea at the time, but little did Simon Rooke know how much it would end up taking over his life. Ten years down the road and with multiple trophies under his belt, would Simon do it all again? Read on to find out

Words Mark Walker **Photos** Chris Frosin

Part one of this story will be very familiar to some. You go out and buy an air-cooled VW for a family member, which turns into a much larger project than ever imagined. Far from feeling like an inconvenience though, somehow the rust gets under your fingernails and VWs are in your bloodstream, often for good.

Simon Rooke is one such example, as he explains: "I bought the camper for my 16 year-old son, Josh; I reasoned that he wouldn't be able to go fast enough in it to kill himself, so it was the perfect first car." The only problem was the Camper needed a bit of work, but the reasoning was that the pair could do it together, before Josh reached driving age. As they began to dig into the Bus though, they found a lot more rust than initially envisaged and the project stalled for a bit, especially when Josh disappeared off to Canada to be a ski instructor.



There's a lot going on in the cab area; billet Bug-Tech shifter and wood rim wheel are stylish, whereas using tools as instrument stalks is a little off the wall

Digital instruments are a neat touch and very unusual to see on an air-cooled VW

It takes a lot of work to make a Bus sit this low and look this smooth. Luckily Simon had a vision. Rayvern hydraulics – straight from the water-cooled show scene – keeps things nice and low when they need to be

Huge carbon fibre backed Cobra seats dominate the front of the Bus, especially with the lack of bulkhead

Using a ratchet handle for a handbrake lever is a work of genius

Suicide doors make for pretty easy access to the cab. There's nothing stock here

After some time had passed, Simon booked the Bus into Border Restoration (www.borderrestoration.co.uk) to have the rust taken care of and carry out a couple of modifications. When the Bus was purchased, it came with a pop-top and was a Panel Van turned into a Camper, so Simon had the guys change the roof for a solid one and weld in factory fitted window apertures.

> “At this point, it was a finished Camper Van, that just needed curtains”

With the Bus back in Simon's possession and back on the road, he paid a visit to DC Customs (www.dccustoms.co.uk) in Dudley. “At this point, it was a finished Camper Van, that just needed curtains,” he explains. But, as Simon had just discovered, it's easy to start building one thing, then realise that you want something different after all. A further visit to the guys at DC, and Simon came away with some wild ideas, which were to consume the next few years of his life.

Simon bit the bullet and had the guys at DC Customs carry out too many body mods to mention. To begin with, some large tubs were fabricated and let in to the front arches, in preparation for the planned suspension and 17in wheels. After this, the cab doors were made into suicide doors, the air vents and indicators were smoothed from the front panel, and some very trick hidden rear lights from Watson's StreetWorks in the USA were fitted into the bodywork and painted over. The lights actually had to be custom made by Watson's, and were the first set to be made with amber flashing indicators, as most US spec lights have red turn signals. The suicide doors were shaved of their handles and are now operated by custom solenoids. The more you look at the Bus, the more you see; subtle modifications are everywhere, such as the re-purposed Harley Davidson flush-fit fuel cap.

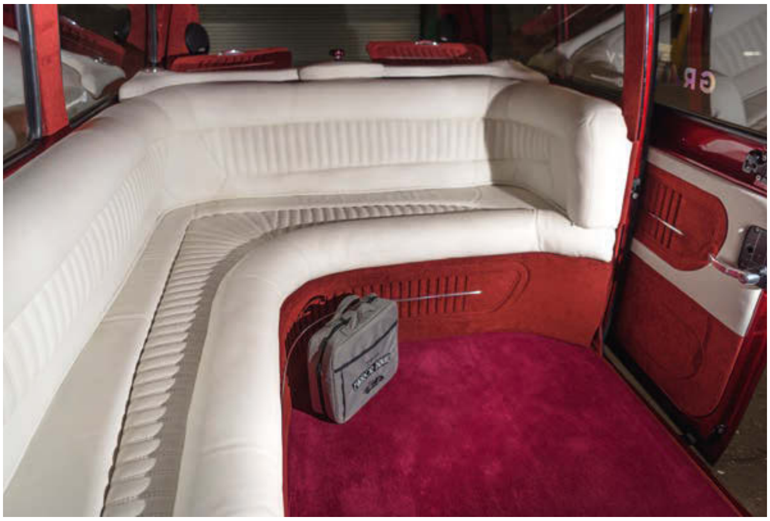
Eye kandy

With all the body modifications finished, a 4in narrowed front axle beam was fitted, complete with a full Rayvern hydraulics setup, meaning the Late Bay could be raised and lowered at will.

Next on the list was paint; the Bus was initially given to a local bodyshop, but it was just pushed into a corner and rarely worked on. This lasted two years, after which Simon decided enough was enough and liberated it from its slumber, handing it back to the very able DC Customs instead. It was painted inside, outside and underneath in House of Kolor Brandywine Kandy paint, which looks incredible, but is impossible to repair if damaged. Which is why Simon must have felt like crying when some low-life scratched it while it was on display at the 2017 *VolksWorld* Show – it is about to be fully repainted, at a cost of £6k.

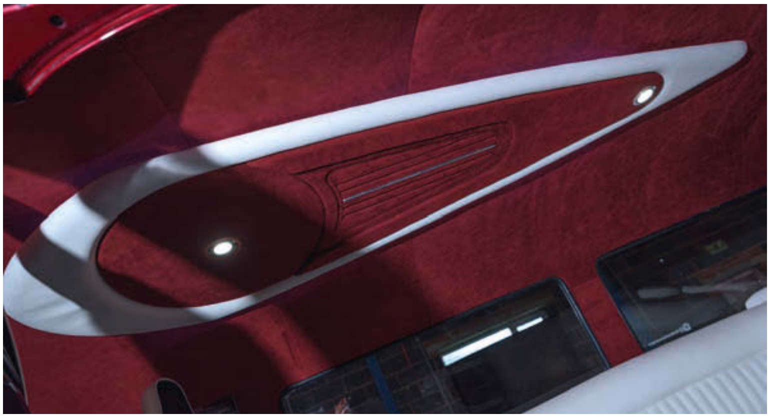
With the paint well and truly handled, the running gear could be completed. Not wanting to continue on the 'slow' theme, Simon had a stout 1776cc engine assembled with dual carbs and nitrous (see tech box for full spec). As it ended up being a full-on show car though, it has never been used in anger, for fear of stone chips or other damage on the show quality underside.

Speaking of the underside, it's the unusual street rod inspired wheels which give this Bus its unique feel. Simon really splurged in this area, ordering the only set of Watercooled



Swathes of nappa leather and alcantara make up the one-off interior… and a pink carpet

Roof pod with LED downlighters is pure street rod, especially with the materials used here



TECH INFO

BODY
1974 Bay Window Panel Van painted in House of Kolor Brandywine Kandy paint; custom suicide doors; roof cut;
ENGINE
1776cc; 69mm crankshaft; Unitech rods; Mahle pistons; Total seal rings; Scat C35 cam; CB Performance 044 heads; Dual valve springs; HD Manton pushrods; 1.25 ratio rockers; Kennedy 1700lb clutch; dual 40mm Dellorto carbs; full flow oiling; MSD 6AL ignition
GEARBOX
Stock Type 2
SUSPENSION
4in narrowed beam; full Rayvern hydraulics system front and rear
BRAKES
Hi Spec front brakes with 4-pot calipers
WHEELS & TYRES
Watercooled Industries billet 17in wheels; 205/45/17 tyres
INTERIOR
Custom made by Retro Retrims in alcantara and nappa leather; Cobra Misano heated front seats; smoothed dash; digital gauges

Industries (www.watercooledind.com) 17in billet wheels ever made from the USA. Initially, the wheels were fitted with 35-profile tyres, which, in Simon's own words 'made your fillings fall out', so these were duly swapped for 205/45/17 tyres, which drive much better (for all of the 200 miles the bus was driven last year).

Curved ball

With the painted 'shell now running and driving as it should, the attention could be turned to the inside. Unusually, Simon made the decision to build a 'day van', with a curved seating arrangement, instead of the usual camping interior. As Simon confirmed, "We only ever spent one night in it as a camper, before it went in for the custom work."

The interior work was carried out by Retro Retrims in Somerset (www.retroretrims.co.uk), who built the custom seat, rear enclosure boxes and roof pod, before using 180sq ft of alcantara and 200sq ft of nappa leather to trim the whole interior, including the carbon fibre backed Cobra Misano heated front seats, giving it a one-off street rod feel. The rear speakers are hidden away, with some even playing through the alcantara material, putting the power down from three separate amplifiers and hooking up to a dash-mounted Parrot system, which plays tracks from Simon's phone through Bluetooth. The street rod feel is continued up front, with the fully smoothed dashboard and digital gauges.

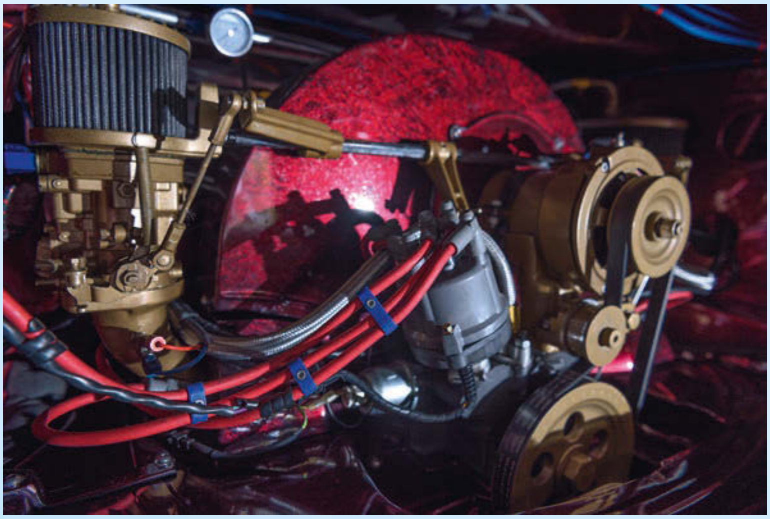
Since hitting the road (figuratively speaking), the Bay has been a real hit on the show scene, with Simon taking it to a lot of shows normally reserved for the water-cooled scene. Said Simon: "I got a lot of stick initially from [Low Down Transporters] club members for trailering it everywhere, but when I mentioned putting more miles on it this year, everyone thought I'd be mad to drive it." In fact, in the 200 miles that Simon has driven it so far, he managed to break one of the wheels, leading to a full new set of wheels and the aforementioned taller tyres.

All show

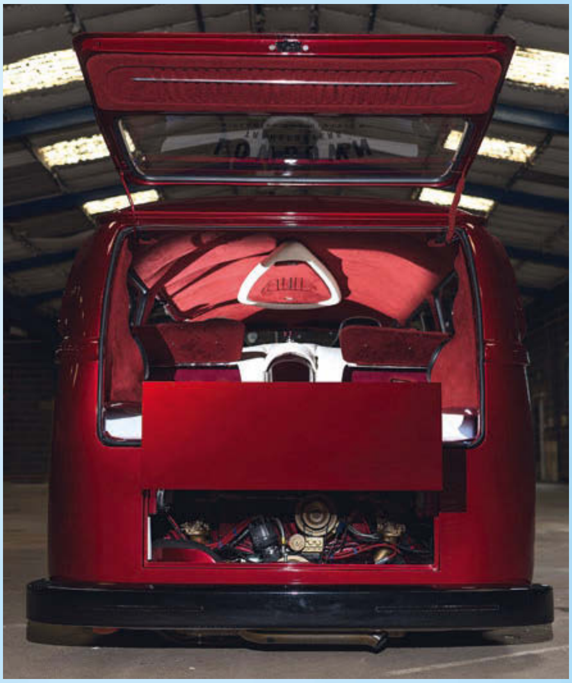
For the next year, Simon plans to take his creation to even more shows, especially in Europe, where the Bus has been best received so far. "At every show I've taken it to so far, it has won an award," he glows. Not bad work, considering a lot of these shows are very prestigious, such as E38, Fitted, and Camper Jam. Simon has already received an invite to 100% Tuning and Tuning Bodensee, and also fancies displaying the Bay at Essen.

So would Simon do it again? "I've got no plans to build another, but if I did, it'd be a Bay or Split Double Cab Pickup." ■

> "I got a lot of stick initially from club members for trailering it everywhere, but when I mentioned putting more miles on it this year, everyone thought I'd be mad to drive it"



^ Engine has a high spec and an amazing level of detail. Now if it could just get driven a little harder…



^ Watson's StreetWorks LED lights are cleverly hidden in the front and rear bumpers. All doors, including the smoothed engine lid, are activated via a solenoid that allows the doors to pop out enough to get your fingers in to open them fully

^ 17in billet wheels are a one-off and really suit the look of this custom Bus

^ Custom boxes house cleaning products, Nitrous bottle and crystal decanter

v Simon's favourite pictures are the rolling ones, even though it currently doesn't get driven often

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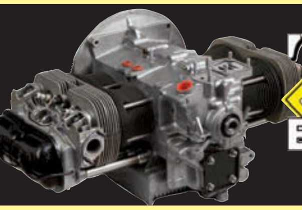


GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £1025

BIG BORE RED ENGINE *DIY PRICE: £1125*

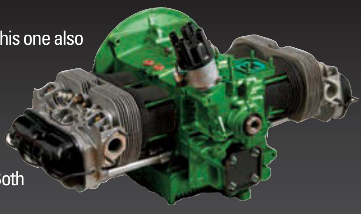
These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

GREEN ENGINE *DIY PRICE: £1075*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.



BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

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TRANSPORTER 1·7 - 2·0 (1972-'83)

DIY:£2,049

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,299

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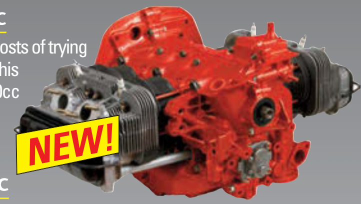


BIG BORE TRANSPORTER 2400cc

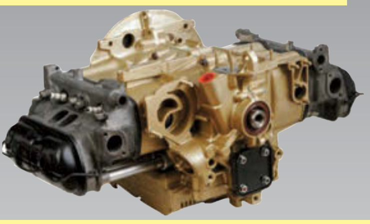
In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,399

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

DIY PRICE: £1,475

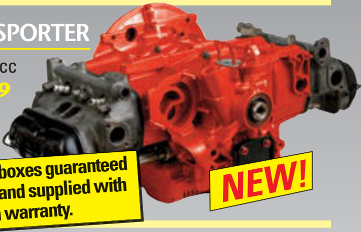


BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. ***DIY: £1,899***

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,949



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Rolling back the years

Words Cathal O'Toole **Photos** Adrian Brannan

To call this car inspirational is no exaggeration because it's the Beetle that ignited many a dream and was a catalyst for the explosion of the VW scene as we know it today. Perfect, then, that we've got it in the 30th anniversary issue of *VolksWorld*

Cast your mind back to when this car first evolved, and I do mean evolved. Why? Because this Beetle was once a project car for *Street Machine* magazine. Back then there was no *VolksWorld*, no internet so no forums to talk all things VW, no calendars crammed full of air-cooled shows and no abundance of parts available at the click of a mouse. Don't get me wrong, it wasn't the dark ages. Far from it. But it was a very different place to restore your VW. Getting your hands on inspirational US VW magazines was virtually impossible so you lived in hope that you might find an old copy at a swapmeet or someone would bring one back from their holidays. People's VW fix generally came monthly in paper form with the first being *VW Motoring* which, although VW specific, catered more to the stock VW while the second was *Street Machine*. As the title would suggest, it focussed on modified cars, but months could go by with no VWs

The plate as it was back in the day

Not legal back in the 80's and not legal now but the US spec lense are cool

The only real bling on the car came from these EMPI style rims and knockoffs

A 4 into 1 exhaust was a must on your UK Looker. Notice the smoothed, boltless bumpers

Colour coded handles were all part of the Cal Look recipe at the time

These are the original Baby Tornado mirrors from 1982

inside. It was a fantastic publication and a mine of information and ideas so for those of us craving all things air-cooled it was pure revelation to see a Beetle appear as their new project car.

The bleakness of the 1980's was about to see an explosion of colour that would eclipse the Austin Montegos, Nissan Bluebirds and every other beige car on the roads – all thanks to a man called Colin.

Perfect project

Colin Burnham was *Street Machine's* technical editor and had always had a soft spot for Beetles. His second car was a black 1963 ragtop, so working on a Bug was never going to be a hardship. Back then a Beetle could be picked up for small money and if you were lucky enough, free. Colin's Beetle wasn't free, but it was pretty close at just £60. Even in 1981, taking inflation into account, it was still cheap.

The '68 Beetle came via a friend of a friend and was abandoned in a pub car park after the engine seized. It left the factory with a steel sliding sunroof, and being from Holland, and therefore a left hooker, it was perfect for Colin's plans to build a West Coast influenced Cal Looker.

Bear in mind, the now very collectable February 1975 issue of *Hot VWs*, with the iconic Aronson/Holmes Cal Look Beetle on the cover, was just six years old at that stage and the style was still taking off over here. For the first time ever young customisers and budget builders had the chance to bring the West Coast look to their VW without breaking the bank. Of course, there was the option to go all out and build a big motor, run Porsche rims and generally haemorrhage your bank account if you so desired. This wasn't going to happen here as Colin was about to show in monthly instalments the how-to and how-not-to build your own Cal Look Beetle in garages, driveways and lockups, all for a small outlay. Well, that was the plan.

Budget build

By 1982 the Beetle had spent months on the road in front of Colin's house while he soaked up every piece of information he could from old copies of *Hot VWs* and it was now time to get this project going.

First on the list was the bodywork so the car was stripped to a bare 'shell and new front and rear valances were welded in place to allow for a '66 bonnet and a genuine W engine lid from a 1957 Oval. Colin had toyed with the idea of louvres on a '66 engine lid but when it was done it didn't look right. The exhaust cutouts were filled and his daily driver 1303 Beetle donated its doors to the project.

Colin looked at greens, yellows, creams and blue shades but none hit home quite as much as VW Mars Red. The red and black was to emulate Porsches of the time. The EMPI style rims were purchased in the US (by phoning the supplier and speaking to them directly in old school fashion) and

> "Colin's Beetle wasn't free, but pretty close at just £60"

"The red and black was to emulate Porsches of the time"

have black centre spokes with chrome outers and two spoke chrome spinners. This was to be the only bling on the car, apart from the engine bay which would have a few choice shiny bits.

When the body was painted it was time to paint the bolt-on parts because you haven't got an 80's Looker without colour coding.

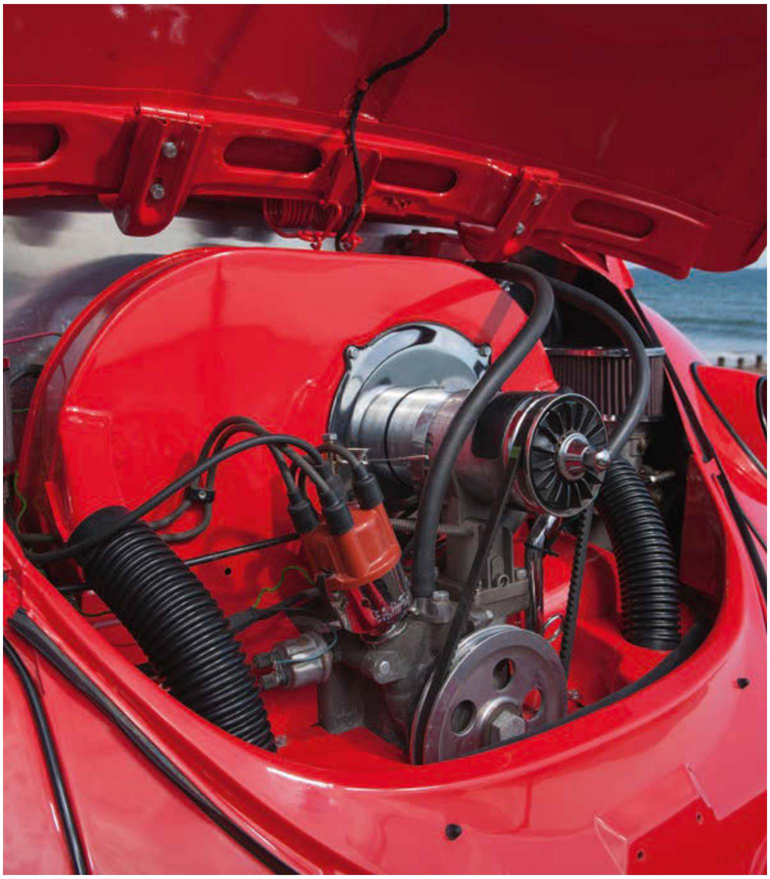
Cheap trick

A neat trick and one that was very achievable for every reader was the smoothing out of the bumpers to give a clutter free look. The bumper irons were welded to the back of the bumpers so no ugly bolts were needed and then it was hit with some Mars Red paint. Clever eh? The Baby Tornado mirrors, headlight rings, door handles and engine tinware also saw the paint gun before Colin hauled his shiny jigsaw back to his dad's lockup for the rebuild. This is where progress slowed; no power in the lockup and miserable winter weather – we've all been there.

Things gradually came together like the interior which was upholstered by Cobra to Colin's exact design. The Cobra SF6 hi-back recliners, side panels and rear seats were covered by Cobra in blue/grey tweed. The carpet was thin-pile black which suited the look perfectly. New window rubbers, sourced in the USA, were installed with the top tint windscreen and tinted windows all round. The red and black theme was complete, on the outside anyway.

To propel his Looker Colin went for a 1641cc motor which was made up of some niceties, even by today's standards such as twin 40 Dellorto carbs, a Bosch 009 dizzy, Engle 110 cam, 87mm CIMA barrels and pistons, Gene Berg heavy duty oil pump, external cooler and a lightened flywheel.

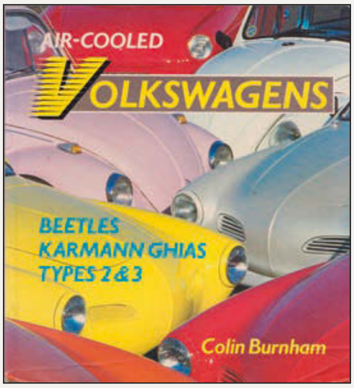
Colin's project pieces taught people how to achieve a look step-by-step and when you



^ 1641cc engine was rebuilt by Richie Webb (RJ Volks Perfomance) and is an exact copy of Colin's original

It's hard to believe that the car's original, custom fitted Cobra hi-back seats and interior has survived untouched

THE MAN, THE BOOK AND THE BEETLE



Colin Burnham was quite the talented fellow, really. Not only was he the technical editor of a very successful magazine, but he was also hands-on, the completion of this car being a prime example. But did you know that he wrote quite a few books on Beetles? His *Air-Cooled Volkswagens*, published in 1986, was a jaw-dropping look at the Californian VW scene which further encouraged an impressionable youth over here. Opening the book on pages 34 and 35 you were greeted with a side-on photo of Colin's Beetle while pages 36 and 37 highlighted the engine and interior in all their glory. Think about this car not as an 80's Cal Looker but see it as the 30-year old creation that in many ways kick-started the VW scene as we know it today. Just like *VolksWorld*, in fact. ■

look at something like mounting the Bosch blue coil behind the oil cooler to achieve a less cluttered engine bay, it really was an inspirational build. The list of tricks just went on and on like the filling of the speaker grilles to fit gauges, the use of Fiat door straps because with one-piece windows there are no factory straps or how to use Chrysler Avenger wheel nut covers because they were a cheaper option. These may seem insignifcant nowadays but back then money wasn't as easy to come by and more importantly, people didn't have a reference point until Colin showed how it could be done. Dare I say it; Colin's Beetle was the European equivalent of the Aronson/Holmes car from the aforementioned *Hot VWs* cover shot.

December 1985 saw the finished car in print. Six pages of Cal Look dreams everyone had seen evolve.

Restoration man

The Beetle stayed in Colin's ownership for a time but after that the history is unknown, that is until one day in 2005 when Kev Dawson was hovering his mouse over the 'for

Dash gauges are from the original 80's build

The radio is a period perfect replica sourced by Russell

This dash was replicated throughout the land after it was seen in *Street Machine* and in Colin's book

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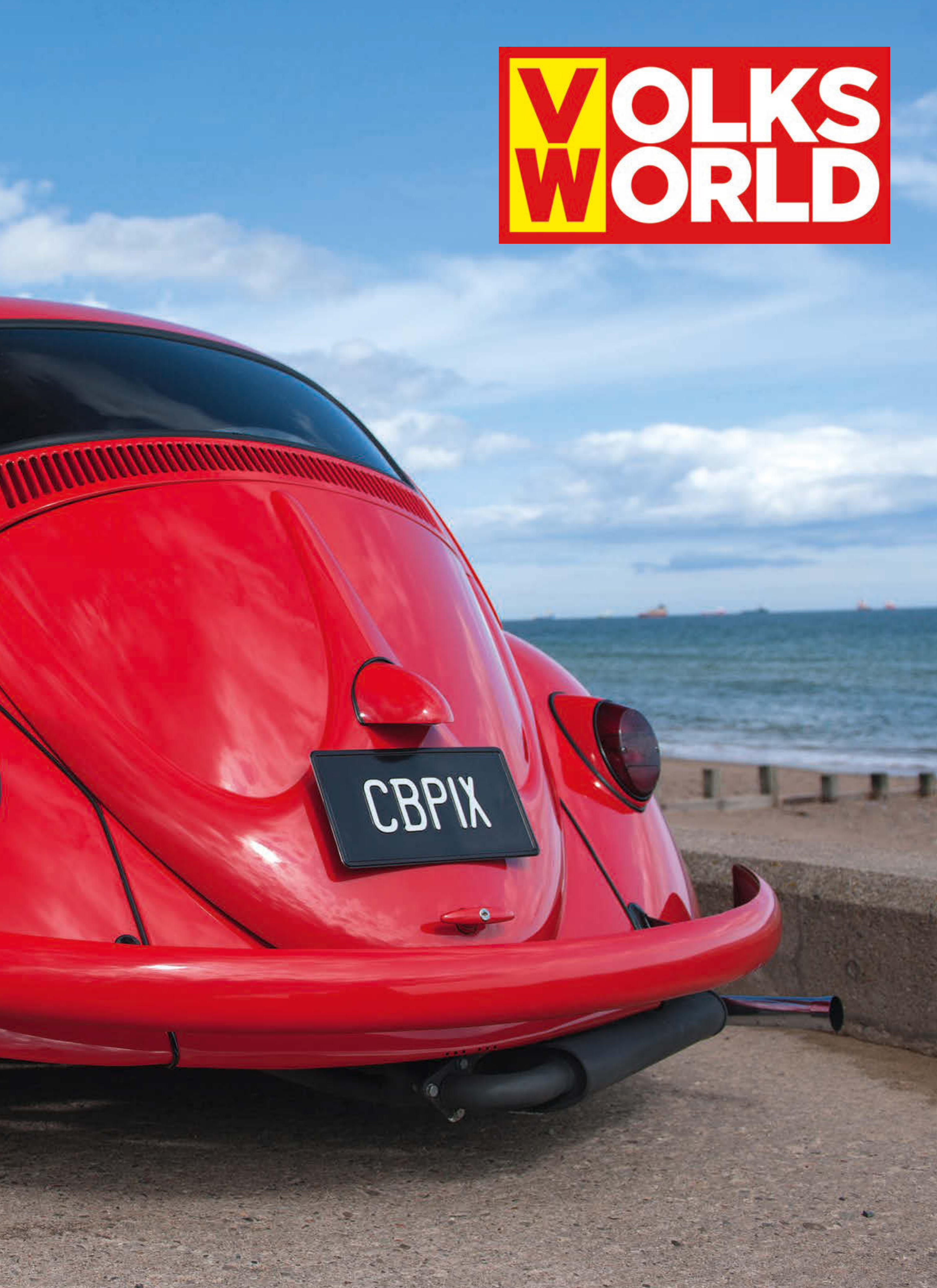
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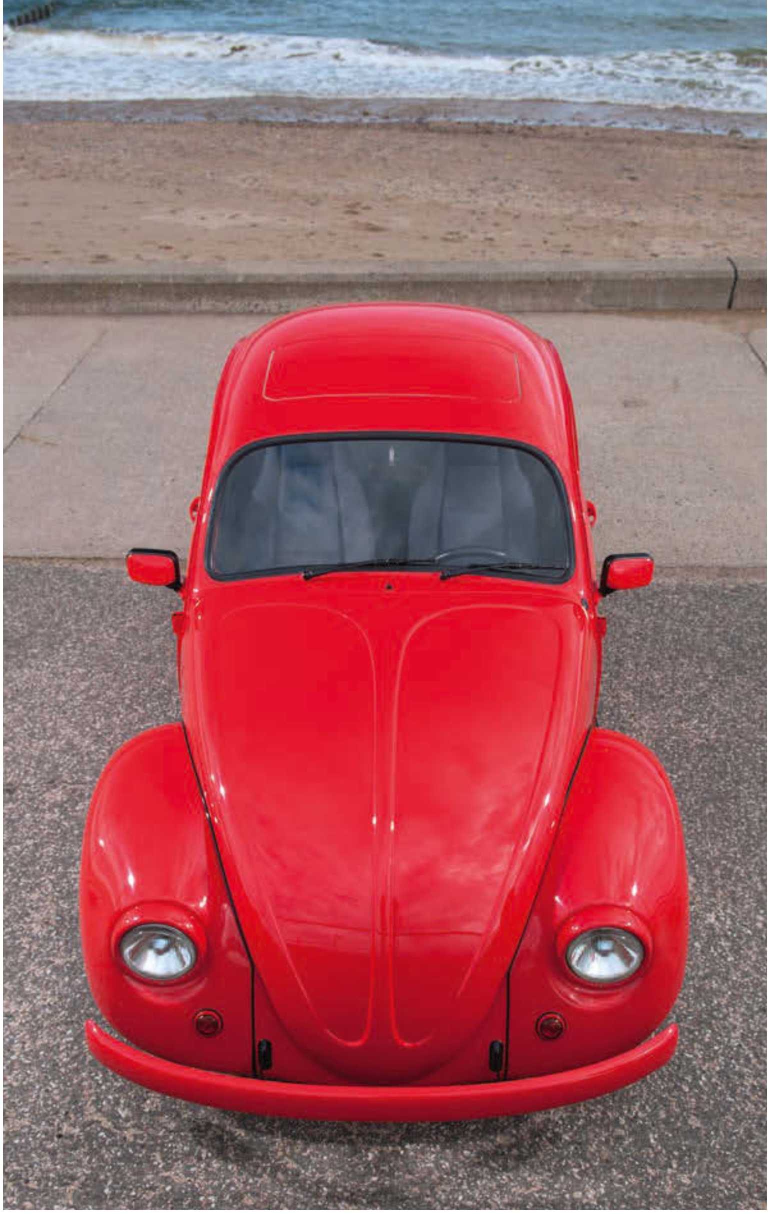


Front valance was re-welded to accept the earlier '66 bonnet – Colin tried adding louvres, but it just didn't look right

Russell read these two pages over and over in his bedroom. Now he can read them in the actual car

Never before had a car inspired so many builds. Shows were filled with replicas in the 80' and 90's

We all wished we could drive off in Colin's Bug

TECH INFO

BODY
Dechromed, painted VW Mars Red; '66 bonnet; W engine lid; one-piece windows; smooth blade bumpers

ENGINE
1641cc; twin 40 Dellortos; Engle 110 cam; lightened flywheel; K&N filters; 4 into 1 exhaust; Bosch 009; hidden blue coil

GEARBOX
Stock 4-speed manual

WHEELS AND TYRES
EMPI style American Eagle 15x5.5 wheels; tyres – Michelin X 135x15 up front and 165x15 out back

INTERIOR
Original from 1985 featuring Cobra SF6 hi-back recliners upholstered in blue/grey tweed; matching rear seat and door cards; black thin-pile carpet

SUSPENSION
Lowered two splines at the rear, adjustable front beam

BRAKES
Vented discs with drums at the rear

sale' section of VZi and saw the advert. It looked like Colin's car but the EMPI style rims were gone, as was the W lid. Kev took a chance and headed to London to collect this iconic Beetle but it was a lot worse than he thought so it was put into storage to await its day on the restoration block.

By 2012 Kev and his mate, Russell Ritchie, stripped the Beetle to assess what needed doing and were shocked with what they found. Basically, it was horrible so Kev sold it to Russell who was itching to get it back to *Street Machine* level once more. Russell is someone who knows that if these cars aren't saved then the history is lost.

At the start of 2013 Russell enlisted Simon Emery at the Paint Box to bring this Looker back to life. As Russell put it: "The Beetle had rust everywhere and truly was a massive and costly project. However, looking at it now, it was well worth it." Many of the original parts like the Baby Tornado mirrors were still there and the original interior was intact, albeit a lot dirtier than it was back in 1985. The wheels were long since gone so the search began. Russell's contact list is a *Who's Who* of the VW world, so when he put an SOS out for parts it wasn't long before he had replies like Ron Fleming of FAT Performance who wasn't leaving American Eagle Wheel's reception without a set of their Classic Volkswagen Series 072 measuring 15x5.5.

Meanwhile, Richie Webb (RJ Volks Perfomance) built an exact copy of Colin's original engine as it appeared over 30 years ago. This is the level of Russell's commitment. I think it's safe to say the car has found its rightful owner.

> **"December 1985 saw the finished car in print"**

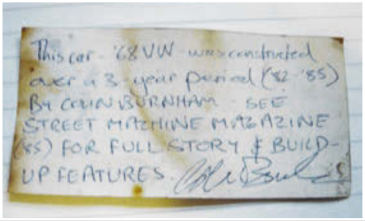
The body wasn't so easy to sort because like many cars going from owner to owner over a 30 year period, it had almost as many repairs as custodians. Russell wasn't going to simply rip everything apart and replace entire sections with new metal, which would have been easier, but instead wanted to retain as much of the character and essence of this iconic VW as possible. To ensure this was the case Russell instructed the Paintbox to repair, not replace where possible which ultimately added more time and cost more money.

Worth noting

A fascinating discovery during the resto was the little notes left by Colin during the original build. One, found inside one of the doors, gave advise on how to remove the window

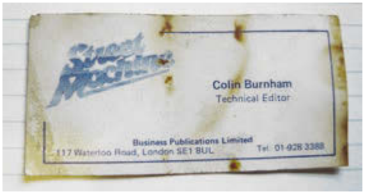
THE BUILD

The car was re-discovered in 2005, but time had taken its toll and the original EMPIs had gone



This car - '68 VW - was constructed
over a 3 year period ('82 - '85)
By COLIN BURNHAM - SEE
STREET MACHINE MAGAZINE
('85) FOR FULL STORY & BUILD-
UP FEATURES. Colin Burnham

Colin's old business card was found beneath the headlining

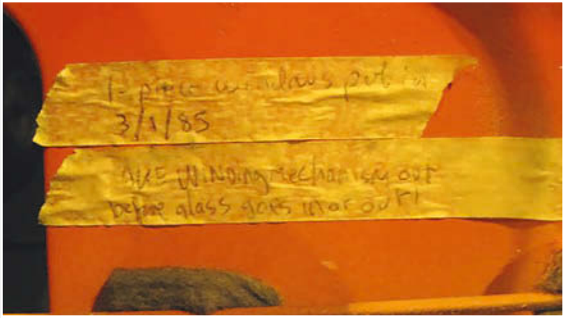


Street Machine

Colin Burnham
Technical Editor

Business Publications Limited
117 Waterloo Road, London SE1 8UL
Tel. 01-928 3388

30 years on, Colin's original notes were still stuck behind the door cards



1-piece windows put in
3/1/85

TAKE WINDING MECHANISM OUT
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A quick tidy up, this was not. Pretty much the lower 6in of the car was rotten

> "Russell found Colin's business card when the headlining was taken out"

regulator without damaging the one-piece windows.

Russell found Colin's old business card when the old headlining was taken out. Now that's a cool and unique piece of UK VW history.

The bottom two inches of the doors were replaced as were both valances and the W engine lid. The sunroof door was toast and was replaced with a perfect used one. The heater channels were gone and generally it was a case of 'repair as we go' and by March 2013 Simon had rescued the body and hit it with VW Mars Red paint.

The freshly sprayed Beetle then went to Bernard Newbury Coach Trimming to have a new headliner installed before the windows were refitted with all new rubbers. Back to Aberdeen it went and for the next 12 months, Russell and his band of merry men under the guise of the Vintage VW Werke Team (Richie Webb, Dale Clark, Wray Morrison, Kevin Dawson and Owen Ritchie) replaced, repaired or restored every single component of the car. With the deadline of The *VolksWorld* Show 2014 fast approaching all was going to plan but Mother Nature can be a moody old boot at times and en route to Sandown Park she dumped a dangerous amount of snow on the M73 Southbound to England and authorities closed the road. Russell was gutted but vowed to have it there in 2015, and that he did. It was worth the wait for many enthusiasts, myself included, who became a young spotty teenager again when I saw the famous *Street Machine* Beetle sitting on the *VolksWorld* stand. ■

Good mates Russell Ritchie (left) and Kev Dawson rescued this iconic Beetle

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Going against the tide

We're used to US imports being shipped to Europe, but when the traffic goes the other way things get a bit more interesting. Especially when the car in question is a low mileage, unrestored CKD Belgian Oval

Words and photos Timm Eubanks

5D 5 183
19 CALIFORNIA 51

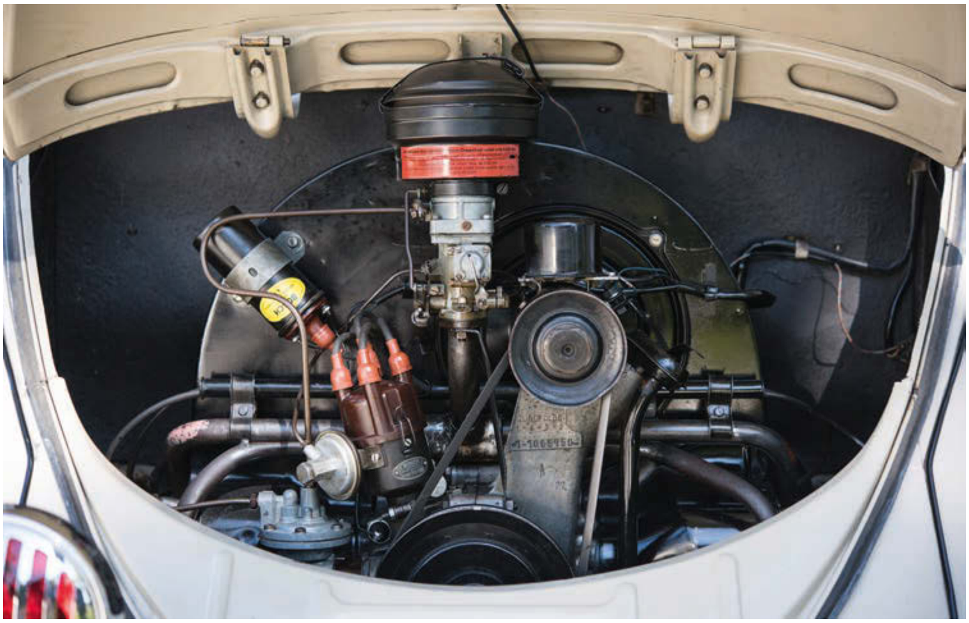
Many of us have had that same dream… gathering the best VWs that get you excited until you have an amazing collection of cars that each have their own place in your life. Double Cab to haul parts for projects, Beetle Cabriolet for cruising around town, Westfalia Camper to go camping in comfort and a Notchback in which to enjoy the 1100 mile drive through the Yosemite Valley as part of the Type 3 Invasion. That's what Jon House from the Big Island of Hawai'i has done over the past five years. He dreamed of building a collection of low-mileage, original-paint classic VW and Porsches and has managed to achieve his goal with the help of his long-time buddy Lee Hedges from San Diego. Lee provides the storage since the Hawaiian salt air is bad for the classic cars.

The pearl of this collection is an original, unrestored 1955 Beetle saloon that is not off the Wolfsburg line. Even though it is cool, a 1955 is not the most special VW to own. But imagine a CKD example with its original paint, original interior, original engine, and a little over 95,000km on the odometer.

> "He dreamed of building a collection of low-mileage, original-paint classic VWs and Porsches"

What's a CKD? Well, Volkswagen offered Completely Knocked Down kits to countries that wanted to build their own VWs. Australia, Belgium and other locations such as Portugal took advantage of this to create jobs locally and benefit from the tax advantages. Body panels in primer were packed into crates. Interiors, engines, transmissions, brakes, wiring harnesses, and every nut and

Such a nice touch, the front license plate from when the car spent time in the Netherlands



The original, numbers matching 36-horse engine pushes this car along nicely. To repair a small leak, House and Hedges were particular when they relied on the skilled engine builder at Paradise Motorsports to reseal the engine

"CKD Beetles from Belgium have several unique features"

TECH INFO

BODY
Built May 18, 1955 CKD Belgian Beetle in original Light Beige L275; flashing turn indicators replacing semaphores; Dutch front license plate; Jemeppe Securit Belgium stamped windows; large accessory brake light, Belgian tax disc, Belgium 'B' plate, Belgian Stimsonite rear reflectors

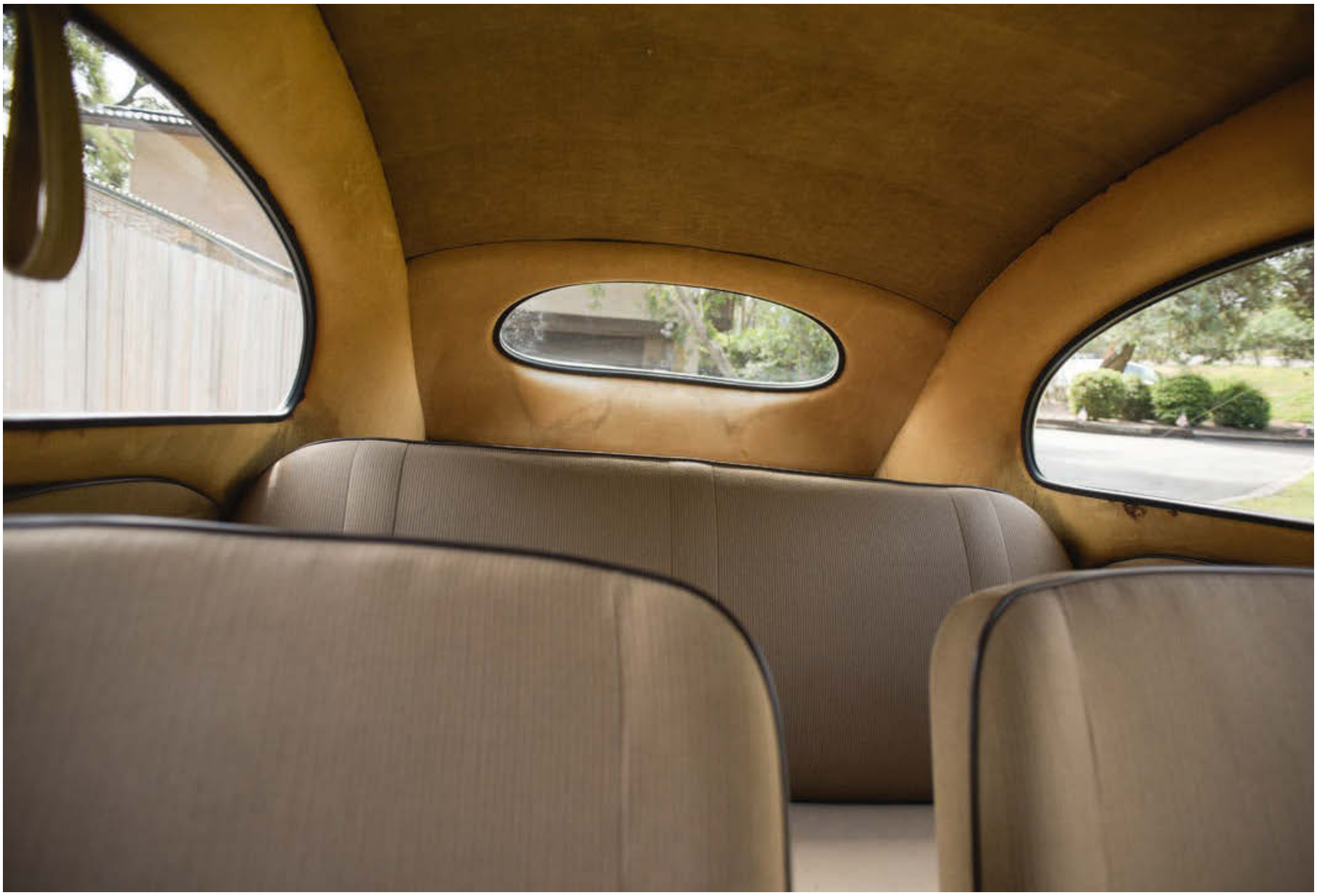
ENGINE
Stock, original matching numbers 36hp flat-four

SUSPENSION
Stock standard ride height

INTERIOR
Original, number stamped #183 Light Brown Cloth Upholstery

WHEELS
CKD original 15in riveted wheels and stock tyre size

< Original paint with a few nicks and scratches like a true survivor. The car sits on the riveted 15in wheels that came with the CKD examples



The light brown cloth upholstery and other interior fabrics have survived well for a car of this age. The headliner is faded and has some wear but it is totally original

bolt needed to build a Beetle or Transporter was sent from Germany to an assembly plant. The glass was sourced locally in the country that it was being built in to reduce cost and keep it from breaking during shipment. This particular 1955 was built at the D'Ieteren factory in Brussels, Belgium, where assembly of CKD VWs started in 1954.

Incidentally, to help distinguish them, CKD Beetles from Belgium have several unique features; the window glass has Securit Belgium Jemeppe etchings, each piece of upholstery has a numbered stamp to keep the set together (this one is stamped with 183) and the five-lug rims are riveted instead of welded.

History in the making

Jon has a long-time relationship with Randy Carlson of OldBug.com and when this gem became available he jumped on it fast because he knew another VW connoisseur would snatch it up. However, its life with various different owners makes for fascinating reading. Having been assembled in Belgium in late May 1955, it ended up in the Netherlands where it received its front license plate, which is still on the car. Chris Morley from Southern California then spotted it in a dealership in Belgium and shipped it from Antwerp to the US in 1984.

“its life with various different owners makes for fascinating reading”

Small details like these coat hooks and grab straps are all there as they were when the car was assembled over six decades ago

It then became part of the Burton Burton collection, where it took Centre stage among a host of other automotive exotica. Burton A. Burton, who founded the Casablanca Fan Company, had an extensive 40-car collection in Malibu, California. When he disposed of his hoard in 1992, almost by accident, a couple from Pennsylvania on a sightseeing trip to the West Coast, Paul and Neli Knauber, became the Beetle's new custodians. After buying the Beetle the new owners departed on a 2500-mile journey from Malibu back to their hometown. Quite a trip, given that deserts, the Rocky Mountains and flat plains stood between the two ends of the journey.

In 1995 the couple trailered the car to the Arizona desert city of Tucson and soon after sold it to 21-year-old Scott Broome for $5,500 USD. By then it had done 95,000km.

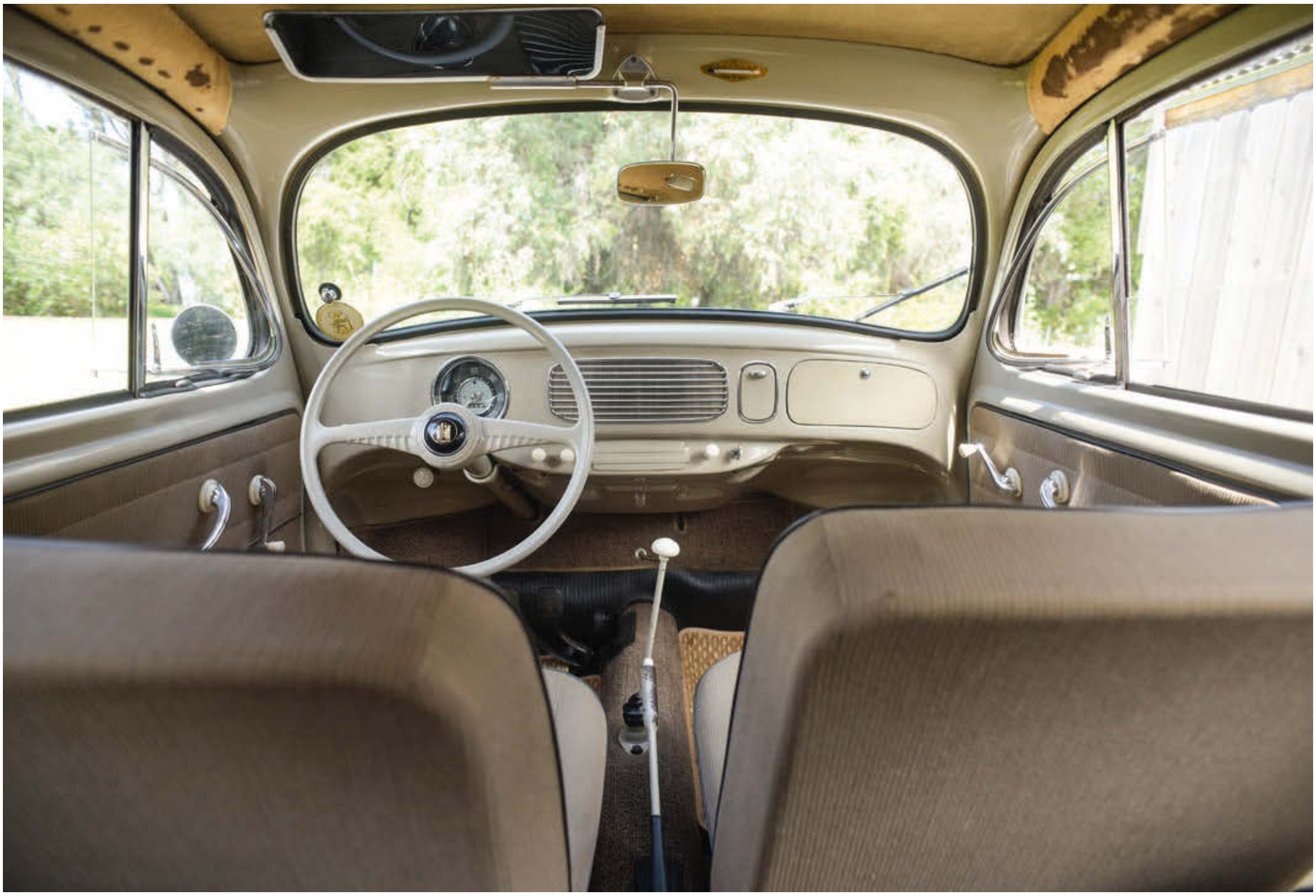
°C
Gute Fahrt
GDR

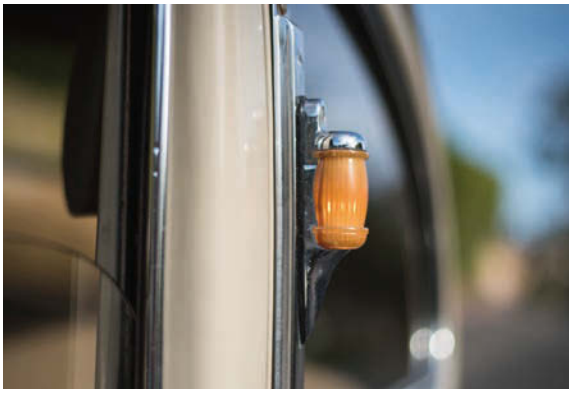
The car has so many nice touches and accessories true to the era. This *Gute Fahrt* thermometer is a nice touch. Safe journey!

The clean original speedometer showing the modest amount of kilometers the car has travelled in its 62 years – just 95,447km since it left the factory in May of 1955

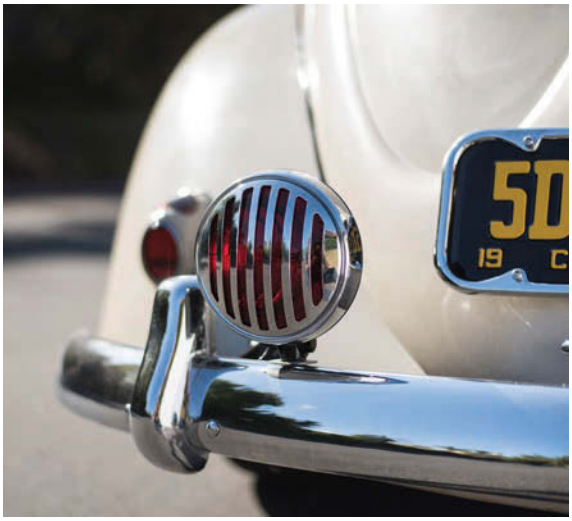
Hedges sourced from a friend in Belgium this cool Belgium annual tax disk with St Christopher that sticks to the windscreen

The original rubber mats under the original carpet, the gearshift knob, hand brake, dash knobs, handles, batwing steering wheel all have the perfect amount of wear to show their history





The semaphores were replaced in Belgium with these ornate flashing units



Large third brake light accessory was added for safety while driving on the Southern California roads. The 6-volt heart tail lights just don't make a big enough statement with their low voltage

Vintage Tanlo Belgium 'B' on rear wing helps identify where this CKD Beetle was born

Scott, from New Mexico, rarely used it during the 20 years he owned it, adding just 4,155km. Apparently, it spent most of its time in his mum's garage.

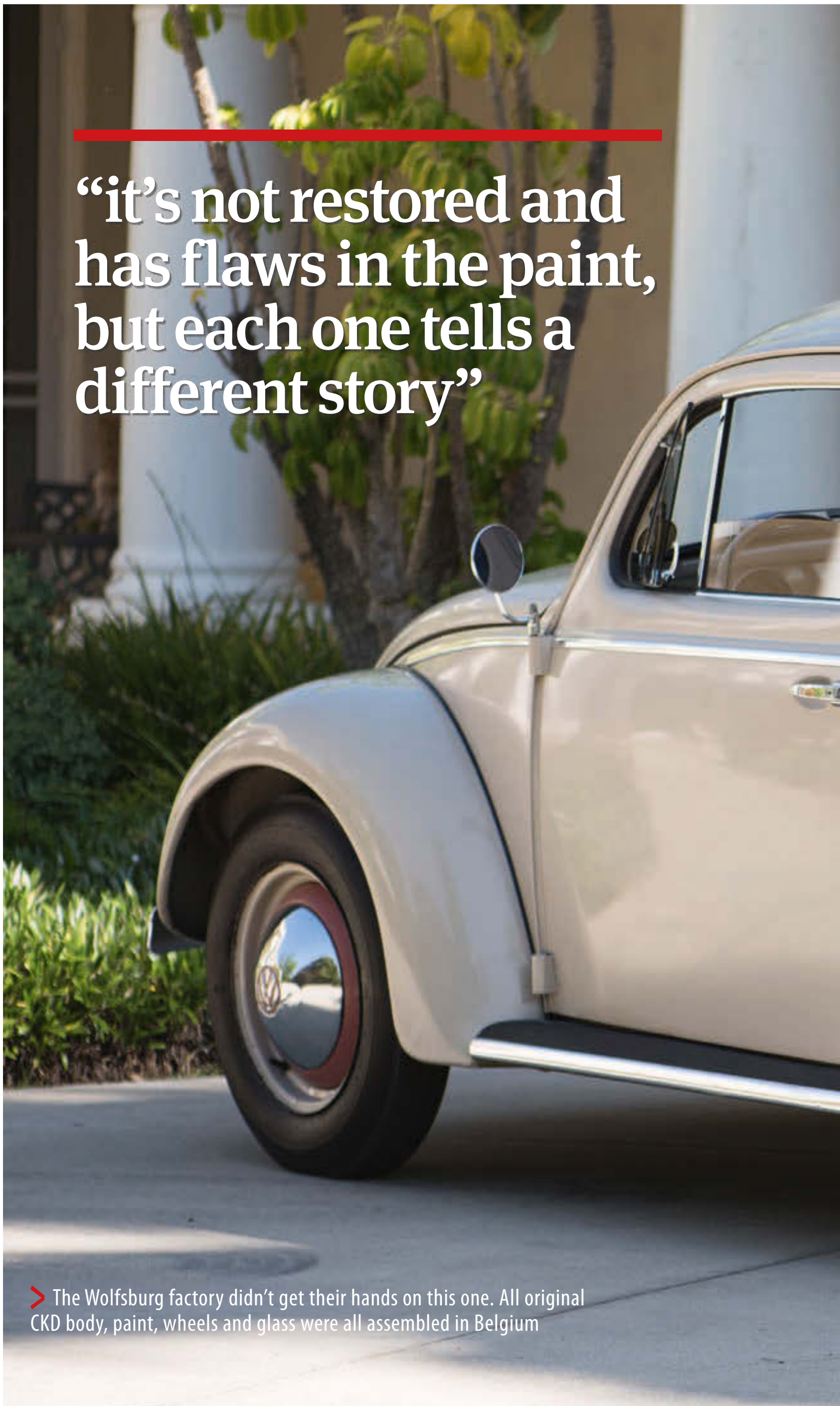
Devilish details

Which brings us to the next part of the Oval's journey when it joined Jon's collection and was transported from New Mexico to California. Keen on keeping the car in its wonderful, unmolested condition he didn't need to worry about the paint or interior, or running gear for that matter given its low mileage. However, he did need to address the slight oil leak that had developed, so having removed the engine, it was delivered in House's 1960 Double Cab Bus to Paradise Motorsports in San Marcos, California to reseal the 36hp engine.

When House and Hedges brought this car to their first VW show in San Diego what lured people to this unassuming '55 were all the little details, such as the turn indicators where the German semaphores would normally be. These period-looking pieces of art were fitted while the car was still in Belgium, the authorities where it was kept obviously insisting that flashing indicators were installed instead. There are other interesting features, too, like the vintage Belgian Stimsonite rear reflectors and the vintage Tanlo Belgium 'B' on the right rear wing. And because House wanted to drive to a show 30 minutes away from where it is garaged, Hedges recommended installing a period-correct brake light to prevent any mishaps on route. European features like these are a rare sight in California, so it's no wonder the car became a trophy winner at its first show outing.

Long way from home

The fact that a European Oval made its way across the pond makes it just a bit different, but with its factory light beige paint, original wheels and windows it's a real time warp special. The interior with the fading, but absolutely original headliner, seat material, ribbed doors, batwing steering

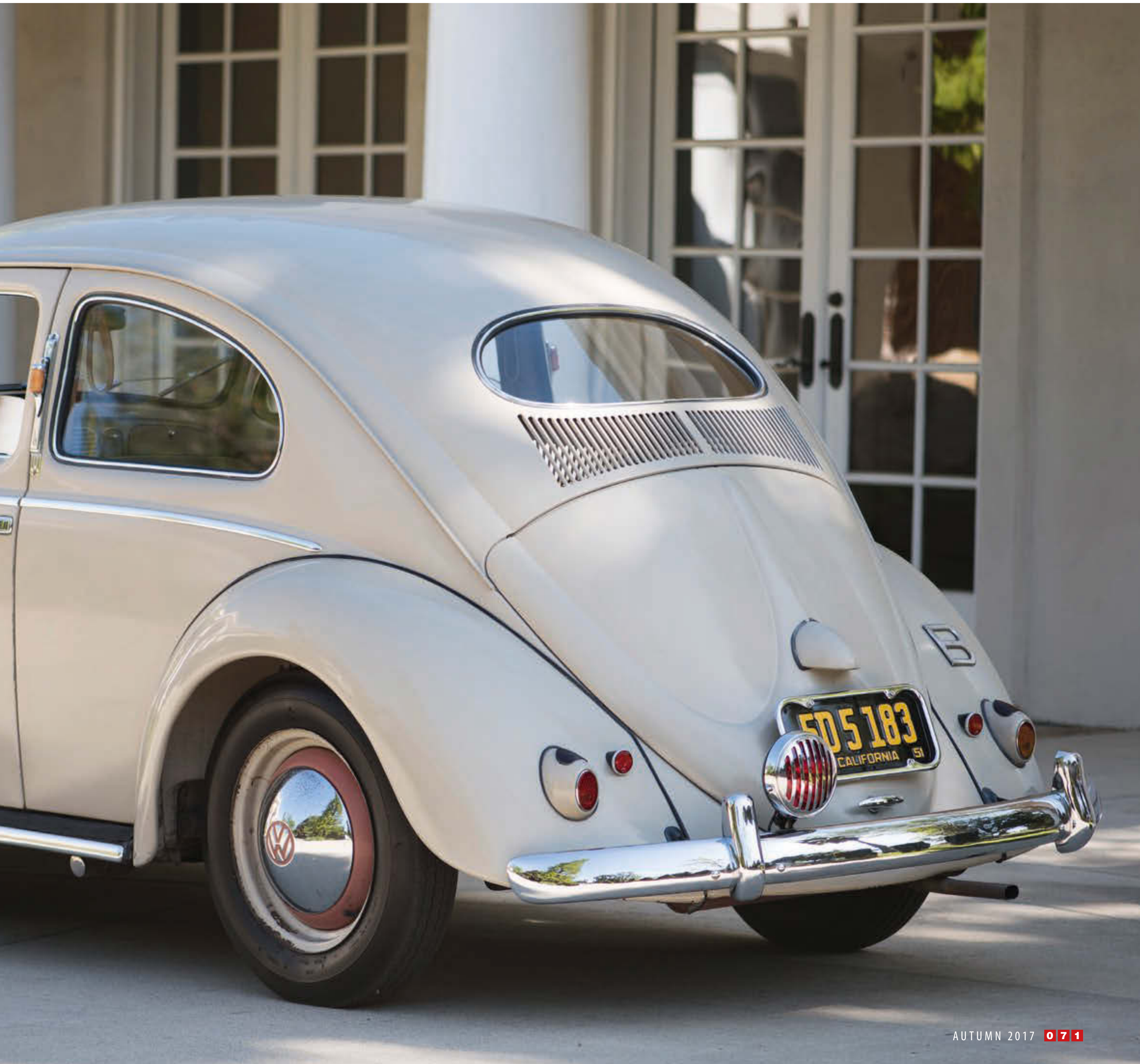


> "it's not restored and has flaws in the paint, but each one tells a different story"

The Wolfsburg factory didn't get their hands on this one. All original CKD body, paint, wheels and glass were all assembled in Belgium

wheel, horn push and even the original inspection tag under the seat springs is truly remarkable. Everything in this interior is as it was from the factory. The coat hooks, working dome light and original key are all present and correct. The original engine and transmission installed in this car in early 1955 round out the over used but appropriate term 'only original once'. It's maintained an old, but 'as new' charm all of its own; it's not restored and has flaws in the paint, but each one tells a different story. Hearing that sewing-machine sweet flat-four as this '50s gem scoots along the sunny San Diego coastline makes it seem a world apart from where it started life. In a wooden crate, on another continent, where frites and mayo still take preference over hamburgers and root beer. ■

< Jon House with his 1955 Belgian CKD survivor Beetle at the Bob Baker VW show. The Oval was well received by spectators and went home with a trophy to prove it



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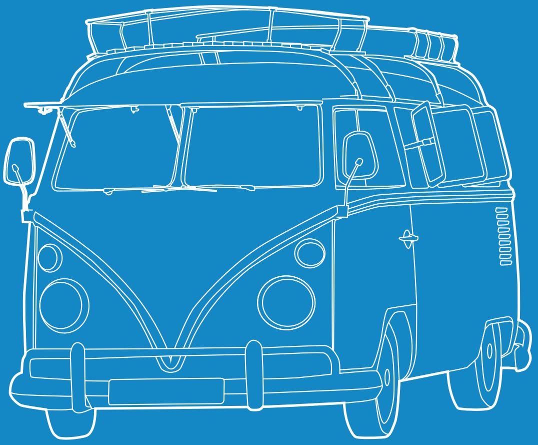

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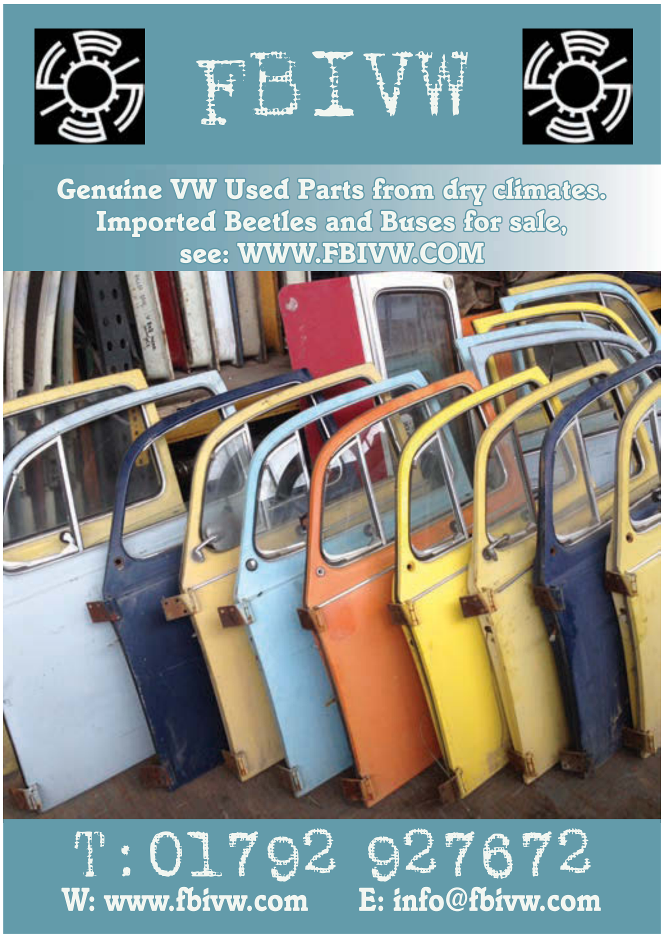

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Still Jammin'

A drag strip, live music and lots of VWs – what's not to like about Bug Jam? Precisely. That's why despite rubbish weather, it was as well attended as ever

Photos Julian Hunt

The record breaking BlackCurrent, before it hit a wall

You know the drill. Pack the tent and beers, party, wander around some cars, watch them on the strip, buy some parts you don't really need in the autojumble, then party all over again. Bug Jam's been going for three decades now, so we're sure you're accustomed to its madcap, festival atmosphere. And if you're not, you'll get a feel for what went on from the accompanying photos.

Highlights were too numerous to mention, and even if you spent all weekend walking around the paddock itself, you'd have probably missed some of the real show stoppers. Like Bobby at milkandtwo's new creation – a battered, brown 911 Targa body perched on a KG floorpan. Love it or loathe it, it was certainly, er, different.

The Autoglym show and shine on the Saturday attracted a high calibre of cars as usual, with prizes going to Dave Forder (Best of Show) in his red '71 Beetle with gold wheels. Best Split Bus went to Jason Webb in his green '62 13-window

> “Bug Jam's been going for three decades now, so we're sure you're accustomed to its madcap, festival atmosphere”

LIGHTNING SEEDS

Best Beetle went to Lucy James with her tastefully tweaked '66

Max Edwards' '78 Beetle has undergone a bit of a makeover since we featured it in March
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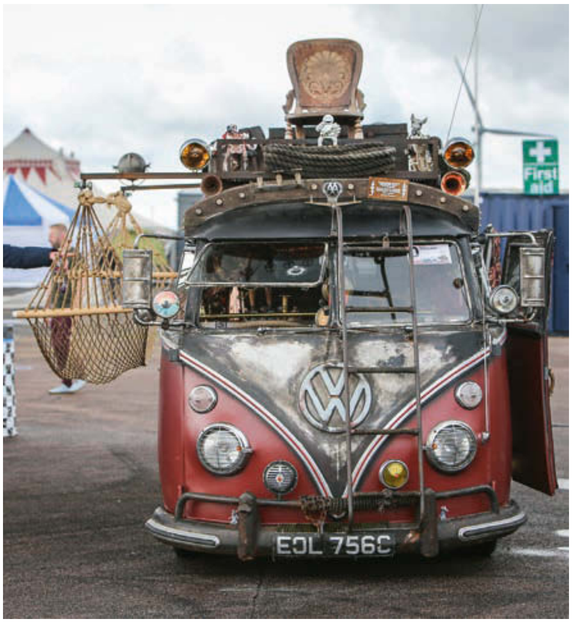
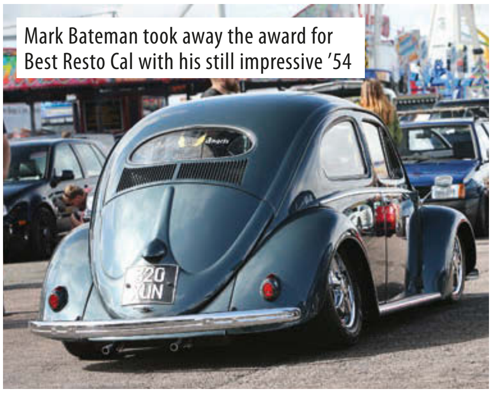
Milkandtwo's Targa was rescued from a scrapyard then dropped on a Karmann Ghia 'pan. Like it or loathe it?

This is obviously what builders get up to at the weekend...

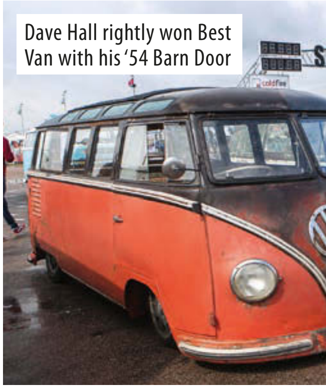
Bug Jam 31



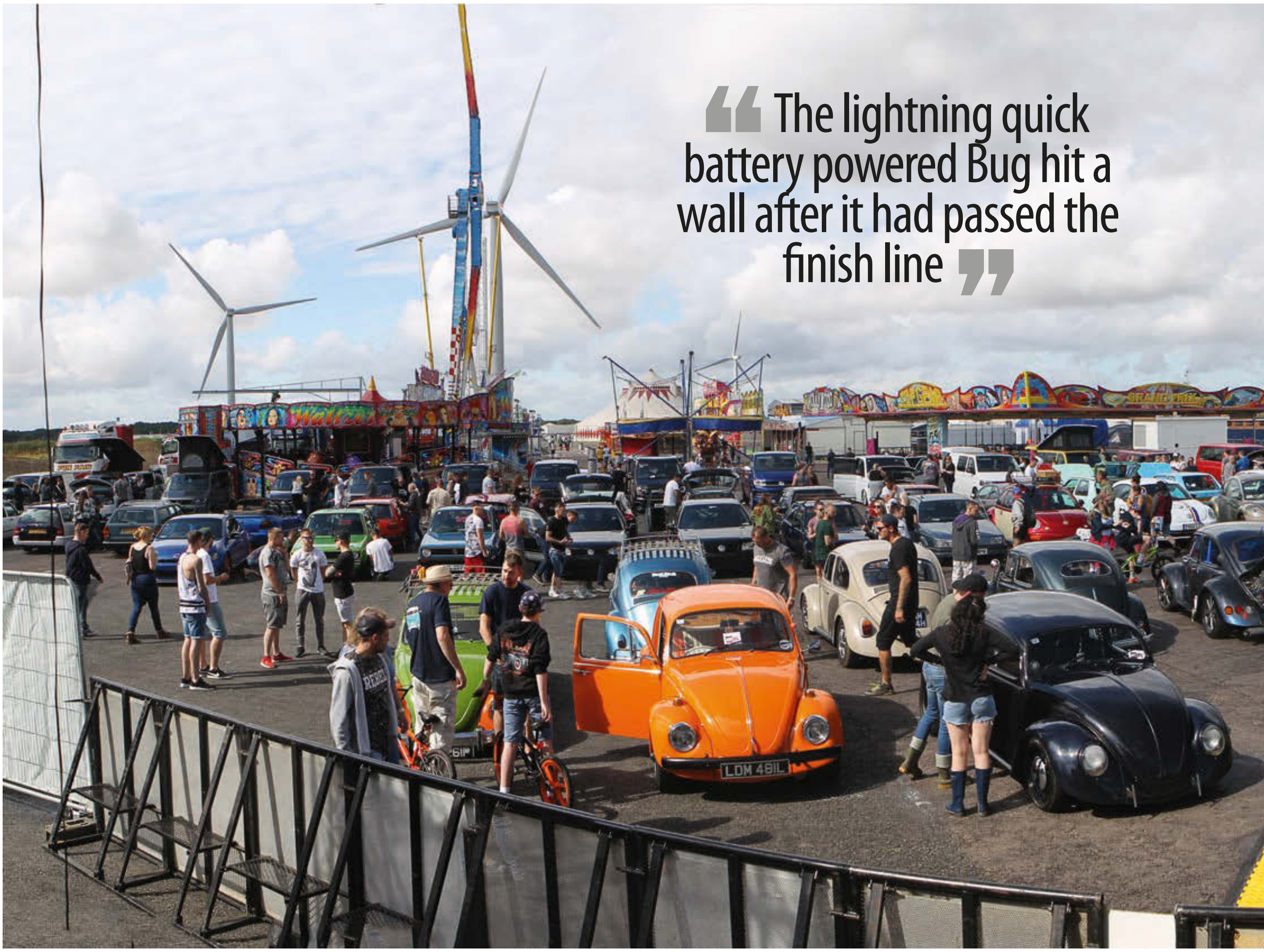
Best of Show was awarded to Steve Kay in his cleverly dressed 11-window Split



Mark Bateman took away the award for Best Resto Cal with his still impressive '54



Dave Hall rightly won Best Van with his '54 Barn Door



> “The lightning quick battery powered Bug hit a wall after it had passed the finish line”

We featured Dave Forder's monster 500bhp Bug a few years ago

Best Bay went to Lewis Savage with his low riding '74

Mark Kyle's '59 Ghia scooped Best Other Air-Cooled

Deluxe. Adam Mitchell got Judges Choice with his '71 green and brown Bug, Mark Richardson scooped Best Other Air-Cooled in his cream '63 Notch and Best Beetle went to Lucy James with her red '66. The white Beetle belonging to Max Edwards at EVA, having undergone a bit of a makeover, took Best Custom, while Mark Bateman went away with Best Resto Cal with his green '54 Oval. Best Cal Look went to Richie Rich in his yellow '56 Beetle, while Best Bay trophy was grabbed by Lewis Savage in his red patina'd '74 Bus.

The paddock on Sunday hosted the Rust & Rat competition, with Steve Kay taking Best of Show with his Oxblood Red '65 11-window Bus complete with hammock, while Jay Rhodes scooped Best Beetle with his red '67. Judges Choice went to Toni Vose with her blue (and rust) '72 Bay, while Best Van was awarded to Dave Hall with his red and black '54 Barn Door Samba. Lastly, Best Other Air-Cooled was won by Marc Kyle in his cream '59 Ghia.

The only other mention goes to an unfortunate spill involving Sam Young in his record holding BlackCurrent VW Pro Beetle. The lightning quick battery powered Bug hit a wall after it had passed the finish line and was badly damaged. We wish Sam all the best and we look forward to seeing a new, improved and even faster 'leccy creation on the strip in 2018. ■

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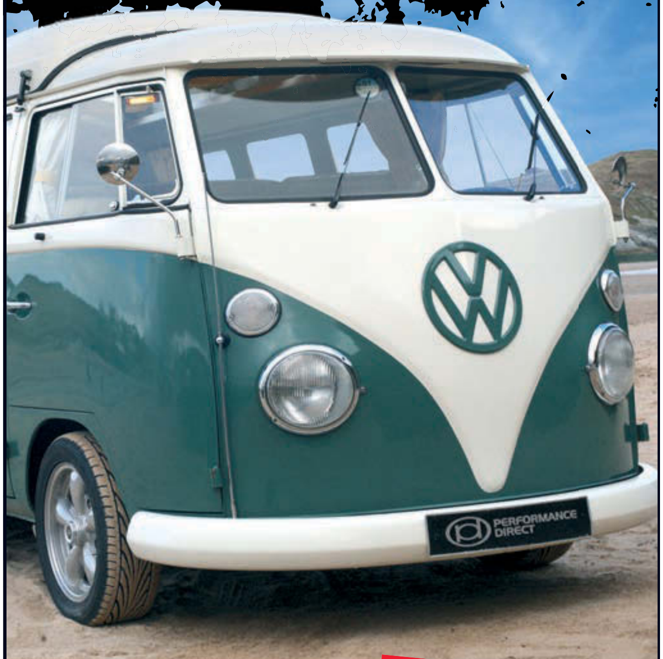

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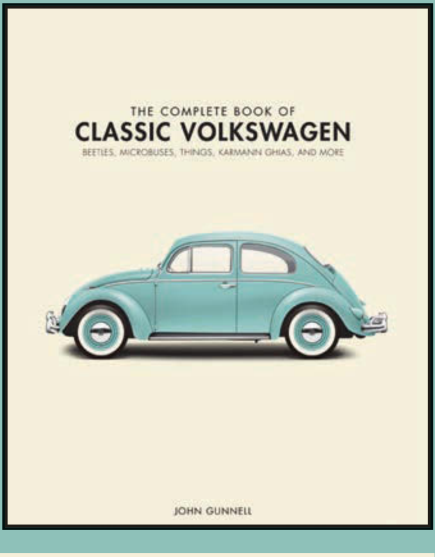

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Rain didn't stop play

The end of July is a fruitful time for shows around the UK but Camping at the Castle remains a firm favourite for team *VolksWorld*

Words and photos James Wallace

The Redline Hydraulics 23 Samba Deluxe really did blow us away. We didn't actually get to chat to the owner, but we assume that stance can only come via pumped oil within those dampers and a fluid displacement system to provide some kind of ride quality

Fully restored '63 Split screen was called Lisa and was packing a rebuilt 1776cc on twin 40 DRLAs, JK rock 'n' roll bed and a full repaint in 2014. Yours for £25k

You simply can't go wrong with a set of Gas Burners

Dogs and dubs could be the tagline for this show. Team Lucky 13 campaigned its rat rod Soapbox Beetle with both style and speed

28-30 July saw Camping at the Castle take effect amongst the idyllic surroundings of Eastnor Castle, just outside Ledbury in Herefordshire. Now in its fourth year, and with a plethora of on-site entertainment options, it's truly a weekend where you can turn off your phone, forget about wi-fi reception and just indulge in the simplicity of spending a weekend in your Beetle, Bus or tent with your nearest and dearest.

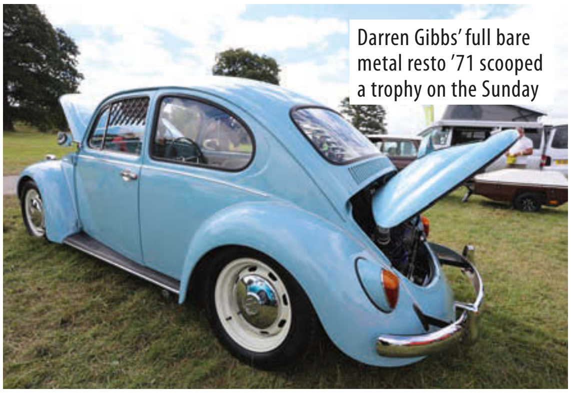
Unfortunately, that lost-in-the-wilderness sense of escapism wasn't helped this year by the perfectly predictable British, err… 'summertime'. Friday afternoon always sees the arrival of campers from noon onwards but the rain resulted in a distinctly subdued atmosphere during the evening. Still, as hardy British folk do, everyone soldiered on as the on-stage entertainment of the Madonna tribute act and the *Nutty Boys* set the tone for the weekend. It became the perfect Glasto-esque battle against the elements as the weekend progressed and it's fair to say the people won.

Family fun

It's really all about family fun, though, this event, with a car show as an added bonus. So as Saturday morning dawned bright and early, the sun shone and the previous night's precipitation was cast to one side. The rust and prime field was soon heaving with entrants and the top six were selected later in the day, although there was a slight lack of air-cooled entrants, if we're being honest, something that will hopefully be remedied next year as the show is opened up to more makes and marques. Most importantly though, the nippers were kept entertained in the kids' zone, while the hugely entertaining dog show and tug of war also drew the crowds. And that's not forgetting the always humorous Khyam competition to win one of its fabulous quick erect drive-away awnings.

Nothing could prepare everyone for the Saturday night deluge. That same

Austin Hornsby's '74 Bay Window featured a lovely interior setup with tuck and roll galore inside. A judging mix up meant he was just pipped to the post for a top six slot on the Sunday



Darren Gibbs' full bare metal resto '71 scooped a trophy on the Sunday

Time to get your quick erect on with the good folks from Khyam

Carl and Helen Wheatley's absolutely incredible '67 Devon Dormobile is as fresh underneath as is it on top. A truly stunning work of devotion, this Bus

insatiable festival spirit reared its head unequivocally as everyone sat down in their *VW Camper & Bus* show ponchos, brollies equipped, beers in hand, watching the bands once more. Despite the rain threatening the safety of the on-stage electronics and considerable gaps between the acts to try and dry things off, *Queen*, *Michael Jackson* and *Slash* all came good.

The well-received Soapbox race also featured heavily on the itinerary as people flocked up one of the famous Eastnor hills to see 17 headcases fling themselves down the hill in all kinds of gravity-assisted contraptions, the eventual winners presented with trophies in the action arena come Sunday afternoon.

Vehicles of particular note included the incredible Redline Hydraulics Split Screen Samba Bus, Carl and Helen Wheatley's stunning, fully restored '67 Devon Dormobile Split Screen, Austin Hornsby's Bay Window with its custom interior and also Darren Gibbs' nut and bolt resto '71 Marina Blue Beetle, that went home Sunday afternoon with the best air-cooled trophy.

In a nutshell, it's the perfect way to while away a weekend with your friends and family. See you at this stunning venue at the end of July / start of August next year, all being well. ■

> “It became the perfect Glasto-esque battle against the elements”

Despite the often bleak weather, the crowds still amassed around the live action arena when the sun was out

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Words and photos Rob Hawkins

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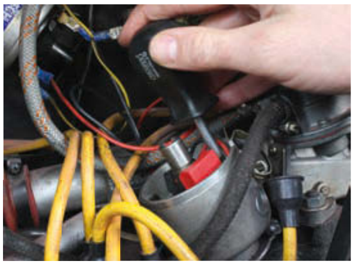

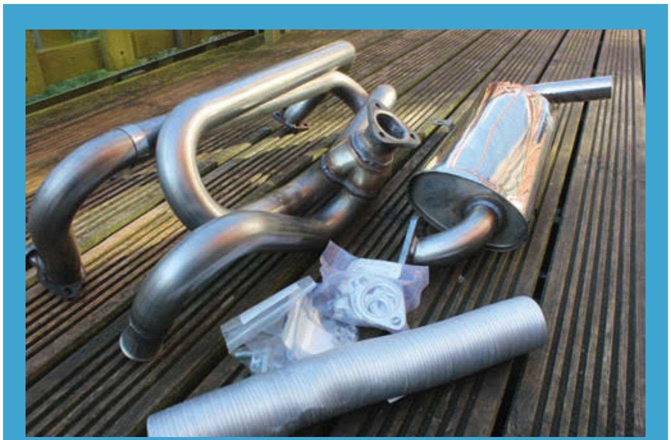

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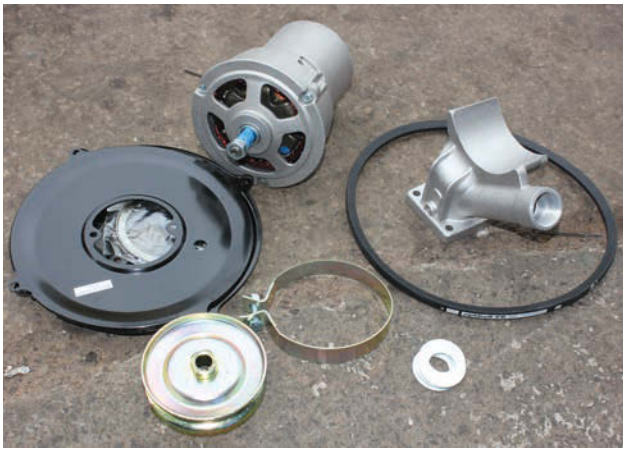
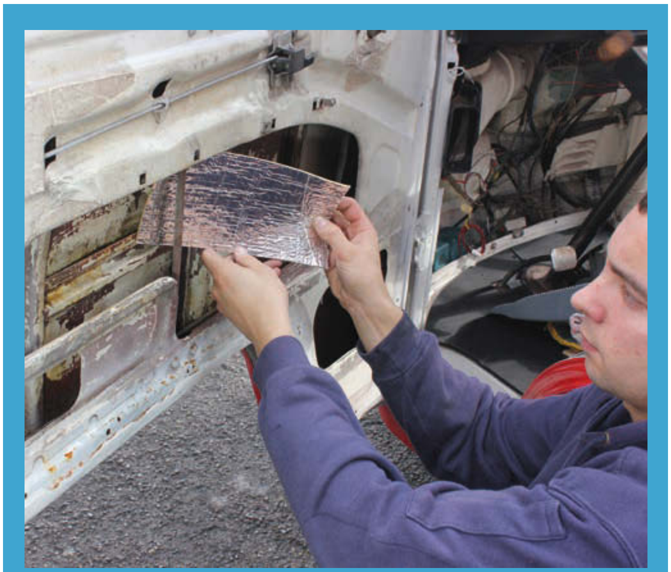
EXHAUST

Performance exhaust systems can provide a little extra power and much more resonance. There are also quieter exhaust systems that help to reduce engine noise and many include a lifetime warranty if they are manufactured from stainless steel. Expect to pay between £100 and £300 for most aftermarket systems.

03 ALTERNATOR CONVERSION

Here's another useful bit of kit to help make your VW more usable because alternators are more consistent and efficient at recharging your car's battery than a dynamo. Conversion kits (55A) start at £165 and the work involved takes roughly a day to complete.



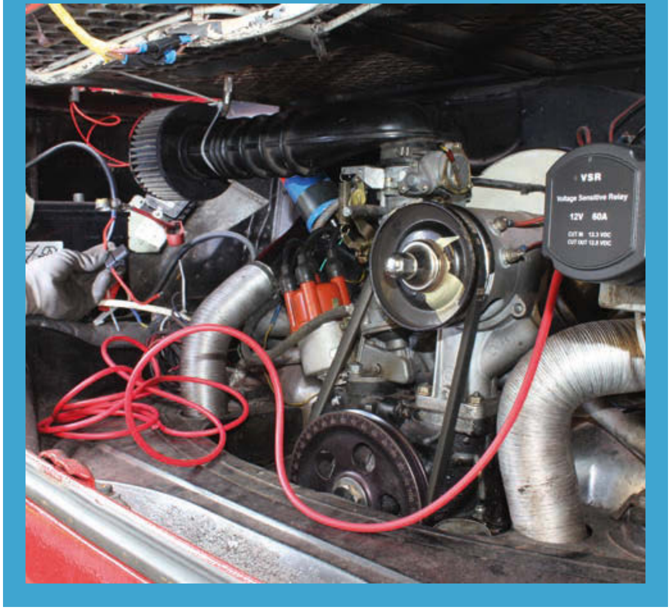


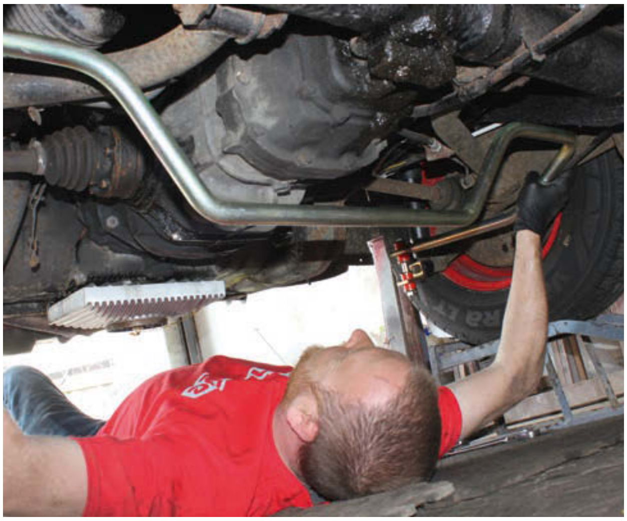
04 SOUNDPROOFING

If your air-cooled VW rattles and crashes when it's driven and the engine noise makes your ears ring, then soundproofing will help. Kits and sheets of universal soundproofing material are manufactured by the likes of Dynamat and Noise Killer and fitting it is an easy DIY job.

05 SPLIT CHARGE SYSTEM

If you're running lots of accessories in your Bus and don't want to run the risk of draining your engine battery, we've got the answer. You'll need to fit a leisure battery and wire in a split charge system to keep it topped up with juice. Relay kits start at around £70.





06 ANTI-ROLL BARS

Add stability when cornering by fitting anti-roll bars at the front and rear, or by uprating the existing ones. Budget for around £100 per anti-roll bar. Some are a straightforward fit, whereas others may require some modifications.

07 BRAKE SERVO

Servo assistance for your brakes won't increase the performance of the brakes, but it will reduce the effort required on the brake pedal. OE servos use vacuum from the inlet manifold, and conversion kits are available for in-line servos on Buses for around £250. An electronic servo, fitted remotely, similar to those used on modern diesel engines, is another option. This is effectively an electronic air pump, which uses battery voltage to generate air pressure to help with braking.

KYB
Premium

08 SUSPENSION DAMPERS

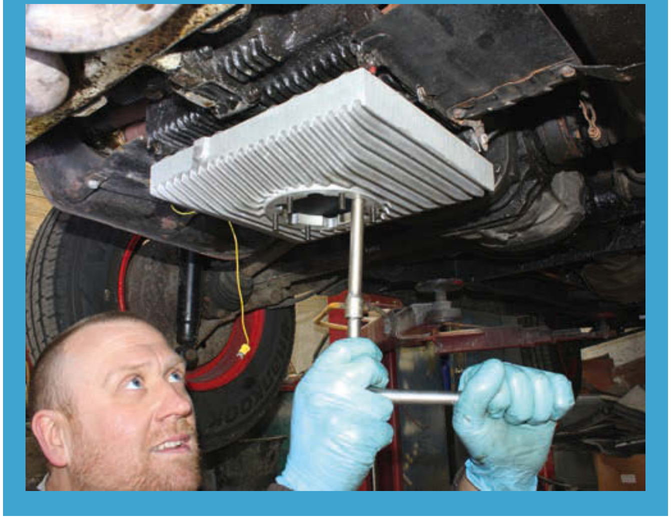
Uprated dampers can make a noticeable difference to the ride quality and handling of a vehicle, especially if the old units are worn out and tired. Manufacturers include Bilstein, Spax and KYB. Performance front shocks start at £50 each, although top quality GAZ adjustable units will be roughly £200 a pair.

09 FIRE PREVENTION

Prevention is better than cure and none more so than when it comes to avoiding fires on an air-cooled engine. Fuel leaks, heat and unwanted sparks are all it takes, especially on Buses where the petrol tank is located above the engine. An on-board fire extinguisher can help, but there is also a range of automatic fire extinguishers, which are installed inside the engine bay and are activated by heat. Expect to pay upwards of £30 for a single automatic fire extinguisher. The system shown here costs £200 from Firetrace and includes a tube that's routed around the roof of the engine bay. Excessive heat will melt the tube, resulting in the contents of the extinguisher being sprayed out.

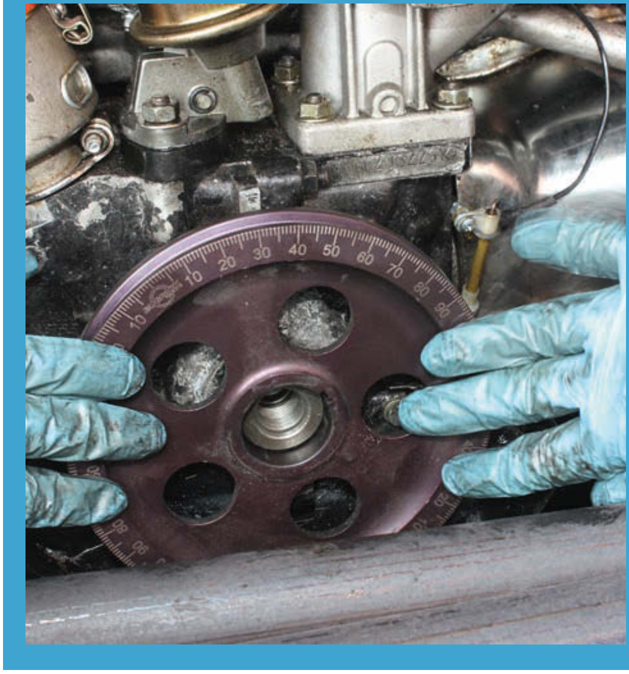
10 BIGGER SUMP

Oil plays a crucial role cooling and lubricating the air-cooled engine, so the more you have of it the better. Which is why we'd go for a sump extension from the likes of EMPI, CSP and CB Performance. Most use the existing sump studs and add 1.0-3.5-litres of oil. Prices start at £65



11 CRANK PULLEY

For more accurate timing, buy a alloy crank pulley (from £30). They're also lighter than the original and will run more true.



12 OIL GAUGES

It's a good idea to keep a beady eye on your engine's oil with oil pressure and temperature gauges. An oil pressure sender can be added at the top of the engine, where the oil pressure switch is located (an adapter may be required). A combined oil temperature sender and sump drain plug can be used to monitor the temperature – other sender types include a dipstick and pressure relief spring bore/blank. Expect to pay around £50 for each gauge and £10-£20 for a sender, although bundle deals can work out cheaper.

13 HOT OIL SENSOR

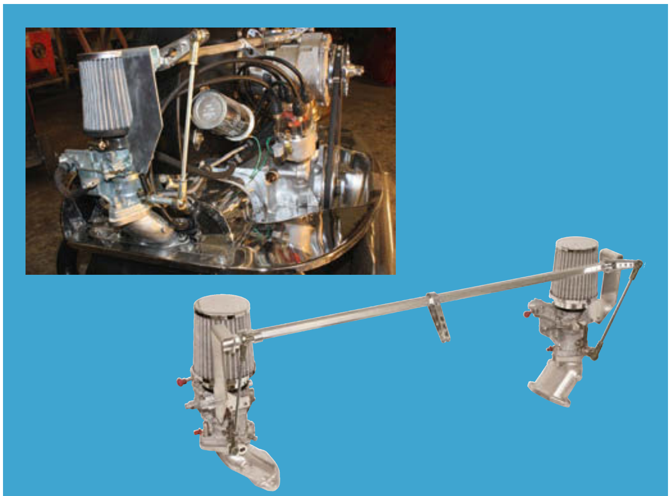
The oil in your air-cooled engine mustn't get too hot as it will become thin and fail to lubricate the bearings and other internal components. So, a warning system, such as SaveMyBug.com's Hot Oil Sensor makes sense. The sensor replaces the standard dipstick and is connected to the stock oil pressure solenoid. When the oil becomes too hot, it earths the switch which illuminates the oil pressure warning light on your dash. Simple, eh?

14 EXTERNAL OIL COOLER

Still on the subject of oil, an external cooler is a must if your engine's been seriously modified. Manufacturers such as Bugpack, EMPI, Mocal and CB Performance all supply the necessary kits. This one from VW Heritage is £130.96.

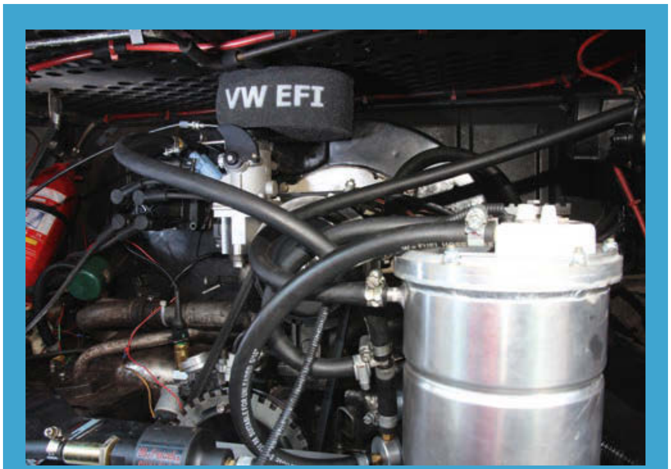
15 WIDER STEEL WHEELS

Steel wheels still look cool, especially if they are wider than standard. This is known as banding and specialists such as Banded Steel Wheels (BSW) and Alonze Custom Fabrication (as featured in the July 2017 issue) can do this. Expect to pay upwards of £50 per wheel.



16 CARBURETTORS

One of the most popular engine upgrades is fitting a larger carb or a pair of carburettors. A single, larger carburettor, such as a Weber downdraught, costs around £300-£400 and is often a straight swap for the standard Solex (if fitted). Twin carbs require a new inlet manifold to be fitted, along with suitable throttle linkage (usually included in a kit). Budget for upwards of £450 for this, but expect a more noticeable improvement in performance over a single carburettor.



17 FUEL INJECTION

VW developed fuel injection for the last of the air-cooled engines. Aftermarket fuel injection conversion kits are now available, largely in the USA, but also from Norwich-based Specialist Components (see the March 2017 issue) for around £2000. The conversion not only replaces the old carburettor fuelling (including the mechanical fuel pump), but also the ignition system with a new coil pack and an ECU that can be connected to a laptop to diagnose problems and monitor engine data.

18 SCOOBY POWER

Fitting the Subaru water-cooled flat-four engine in place of the VW air-cooled engine has become a popular upgrade. Engine sizes range from 1.6 to 2.5-litres as fitted to the Subaru Impreza, Legacy and Forester. The 2.0-litre appears to be the most popular and readily available, producing around 120bhp in naturally aspirated form. Fellows Speed Shop, TSR Engine Conversions and RJES are some of the specialists offering conversion kits and drive-in, drive-out engine fitting. Expect to pay around £5000 for a specialist to supply and fit a Subaru engine, or under £3000 for all the parts (the engine costs extra and can be sourced from £300 upwards). Set aside a long week to do the work yourself.

19

REV COUNTER

If you want more performance from your air-cooled engine, then you need to keep an eye on what it's doing, particularly how hard it's being revved. So a rev counter, or tachometer, is handy. Most are either connected to the negative side of the coil or a suitable connection on the alternator, along with a live feed (only live when the ignition is on) and an earth. Budget for around £65 or more, depending on size.

30
40
20
RPM x100
50
10
60
0
70
VDO

20

DISCS AND PADS

VW brakes are perfectly adequate if properly maintained, but if you've got more power to play with you might want to improve your stoppers. The easiest solution is to fit performance pads and discs. As a guide, uprated Black Diamond discs for the Type 2 cost between £180-£200.

21

DRUMS TO DISCS

Front drum brakes can often be converted to discs and calipers with a conversion kit from the likes of VeeWee, VW Heritage and CSP. Some offer modern single piston calipers, with prices ranging from £250 to £1000. The rear drums on some models can also be converted to discs (providing the fronts are already discs).

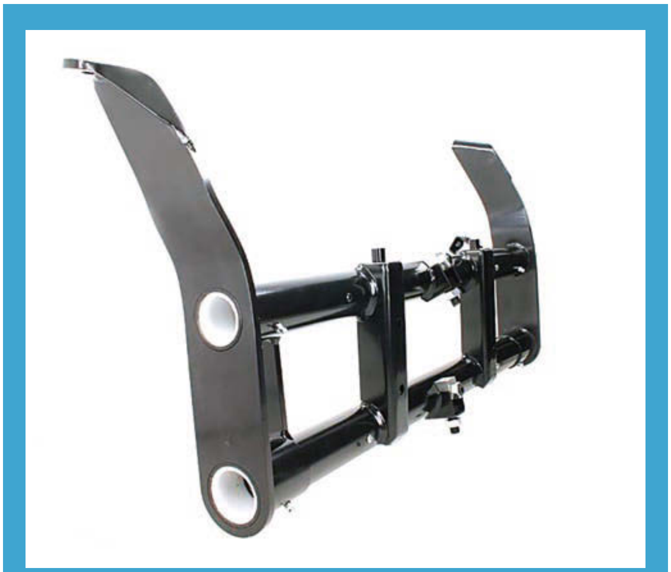
22

BIG BRAKE KITS

If you want to go the whole hog, why not fit a set of vented discs with mult-piston calipers? Specialists such as CSP and Red 9 have developed conversion kits for the Beetle ('66-on), Karmann Ghia and Bay Window. Prices range from £500 to over £1000.

23 AIR RIDE

Swap the steel sprung suspension on an air-cooled VW for softer and more easily adjustable air. Specialists such as Limebug in the UK have developed a range of conversion kits for the Beetle, Karmann Ghia and Bay Window. Air-pressurised units replace the steel coil or leaf springs, but the telescopic dampers are still fitted. Prices range from £900 for a rear kit, up to £2504 for a complete kit with a narrowed front beam.

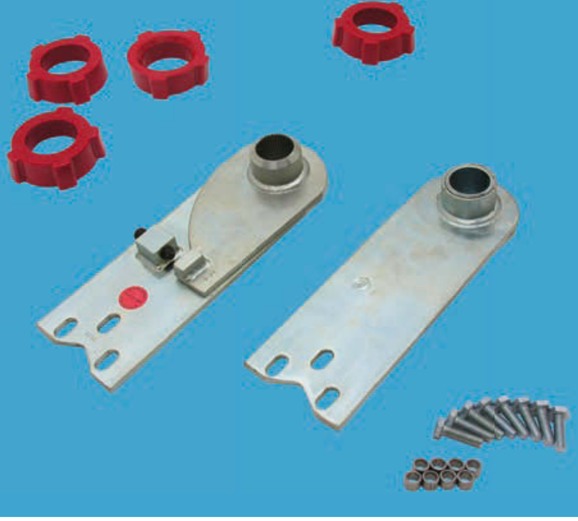


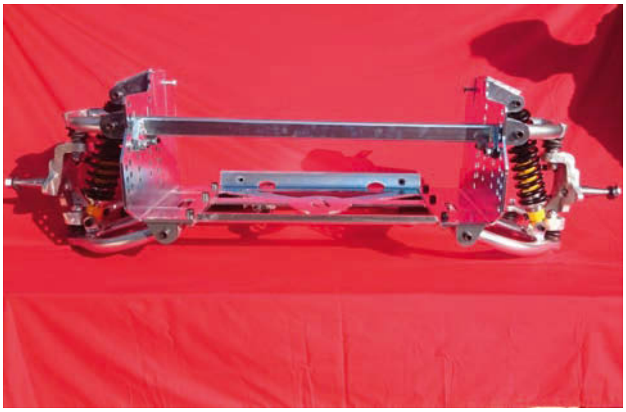
24 NARROWED BEAM

If you want to go really low at the front and get your tyres to tuck neatly under the wings, you'll need one of these – a narrowed front beam. The best ones are fully adjustable, so you get your ride height just how you want it. You'll pay £435 for Just Kampers' 4in narrowed Beetle beam.

25 SLAMMED

There's no doubt about it, a classic Dub looks better when it's lowered. Leaves can be removed from some front beams, or a new adjustable front beam fitted. Dropped spindles on Beetles and Karmann Ghias can drop the ride height by a couple of inches. Shorter coil springs can be fitted on 1302/1303 Beetles. Torsion bar suspension on the rear can be adjusted, or new spring plates fitted from CSP (as shown here).





26 WISHBONES

Red 9 Design's complete front subframe assemblies for the Beetle, Split and Bay are a work of art, with double upper and lower suspension arms, outboard coilovers, rack and pinion steering and disc brakes all round with multi-piston Hi-Spec brake calipers. Prices start at £1560. A rear subframe for Splits is available, which requires an IRS gearbox (Beetle or Porsche) and costs from £3200.

27 1641CC KIT

It's the most popular engine upgrade for the 1300-1600cc air-cooled engine. For around £300, the conversion includes a new set of 87mm diameter pistons with gudgeon pins and barrels. A partial stripdown of the engine is all that is needed to fit these parts and increase the engine size to 1641cc. Ideal for making the most of other engine modifications.

28 HIGH LIFT ROCKERS

Improve the rev-ability of your engine with a pair of high ratio rocker shafts. With a ratio of 1.25:1 (standard is usually 1.1:1), they offer a little more valve lift, so the engine can rev more freely. Expect to pay around £125 for a pair. Ideally, this should be fitted with cut-to-length pushrods at around £65 to achieve the correct valve train geometry. All of the parts can be fitted without having to remove the cylinder heads.

29 SERPENTINE BELT

More engine performance puts a greater strain on the efficiency of the standard fan belt, which is used to drive the alternator or dynamo and the fan that cools the engine. If this belt begins to slip, then engine cooling and the charge from the alternator or dynamo are affected. An effective solution is to change the pulleys and belt for a Serpentine kit for £250, which includes a more modern belt and tensioner (instead of shims).

30 NEW WHEELS AND TYRES

We've saved the most obvious, time-honoured upgrade until last – and that's swapping your wheels. From timeless design classics such as Gas Burners, BRMs, Sprint Stars and Fuchs to the more obscure choices, the world really is your oyster. It's worth checking out some of the bundle packages from the likes of John Brown Wheels and Just Kampers.

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VOLKS WORLD

Next month...

Here's what's coming up in the November 2017 issue of *VolksWorld*, on sale Friday 20 October

A Notch above the rest

A full nut and bolt resto with a few choice mods added along the way makes this '64 Type 3 one of the nicest there is

The art of Fuchs

Here's how the classic wheel design came into existence and jumped ship from Porsche to Volkswagen

Keep it current

We tell you how to tackle a full ignition service to keep your car in tip-top health

The simple things

It might look stock at first glance, but this '77 Bay has been carefully tailored to its owner's needs

Don't miss it!

Get tooled up!

30 years VOLKS WORLD
Sharing the passion since 1987

You've probably significantly swelled your tool collection in the 30 years you've been reading *VolksWorld*, but for those still to kit out their workshops, here's our top 30 suggestions to make working on your VW that bit easier

Words and photos Rob Hawkins

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Custom & Speed Parts (CSP) +49 (0)4532 23240, www.csp-shop.com/en

Custom & Commercial, 01372 452622, www.customandcommercial.com

Herbie Hospital, 0113 242 0029, www.herbiehospital.com

Just Kampers, 01256 862288, www.justkampers.com

Machine Mart, 0115 956 5555, www.machinemart.co.uk

Rally Design, 01227 792792, www.rallydesign.co.uk

Sealey, 01284 757500, www.sealey.co.uk

VeeWee (GSF Car Parts), 0121 626 7981, www.veewee.co.uk

VW Heritage, 01273 444000 ,www.vwheritage.com

>01

ANGLE GRINDER

If you need to carry out bodywork repairs, an angle grinder is essential. Whether it's slicing through old metalwork, trimming a repair panel or grinding off rust to find clean metal, it will always prove useful. Budget for around £30 or more for a small angle grinder, which uses 115mm diameter grinding and cutting discs. If you need to complete major surgery and cut through large sections of bodywork, buy a larger angle grinder that takes 230mm diameter discs. These cost around £60. Safety goggles, gloves and suitable clothing, a must.

<02

MORE HANDS

It's the cheapest tool we can think of, but often essential for completing those jobs where parts need holding, and dropping something could lead to disaster. Getting your friends involved also helps with figuring out how to tackle a job. Plus, it's a lot more fun than talking to yourself.

>03

MIG WELDER

An essential tool for bodywork repairs. Research carefully to find the best welder to suit your budget and speak to the experts to find out what they use. MIG welders can cost from around £150, but you may choose to spend more. Don't expect to become a skilled welder after a few practice sessions. If possible, attend a night class at a local college. And don't forget the safety equipment – a welding mask, welding gloves and suitably thick clothing are essential.

<04

JUGS AND FUNNELS

Topping up the engine oil in most air-cooled engine bays is a delicate operation, especially if you want to avoid spills over the tinware. Whilst a pump or syphon can help, it's also worthwhile trying out various measuring jugs and funnels to find the best way to top up the engine oil. A funnel with a long flexible neck is the best solution in some cases, and is readily available from most motor factors, autojumbles and car shows.

>05

ORBITAL SANDER AND POLISHER

If you're prepping the bodywork for a respray, then an orbital sander for around £40 from a DIY store is a good investment that will save you hours of elbow grease. Don't expect it to last forever – one or two Buses is usually the most a budget tool will manage. An orbital polisher can also help to keep good paintwork looking shiny. Budget for a similar price for a dedicated polisher, although it seems that the more money you pay, the better the results.

>06 SUCKERS AND STRING

If you've ever tried to replace a windscreen or the side glass on an air-cooled VW, then two very useful tools to have are some lengths of strong string and what's known as a suction lifter or suction cup. The string is used to pull the rubber seal into position, which fits around the glass. The suckers help to hold the glass in position when fitting it. Suction cups start at around £5 from the likes of Draper.

<07 ELECTRIC DRILL

You never know when you're going to need to drill a hole or drill out the remains of a broken stud or bolt, so an electric drill is a wise investment. Try to buy a variable speed drill, which helps with controlling the rotation of the drill bit. There are lots of great deals, especially through DIY stores, so don't rush into buying. And invest in a set of good quality drill bits and safety goggles.

>08 HOLE CUTTER

When you need to create a hole that is larger than a drill bit, a hole cutter can save the day. Whether it's for an additional gauge in a dashboard, or a table leg mounted in the floor, a box of different sizes of hole cutters may not be put to use every week, but they always come in handy. Budget for around £10 for a set. Hole cutters can be dangerous to use as the metal teeth can grab when cutting, so practise using them before cutting any essential holes.

<09 FEELER GAUGES

This small set of metal strips can save the day when your air-cooled engine refuses to run properly. They can be used to check the gap for the points inside the distributor, the electrode on the spark plugs and the valve clearances behind the rocker covers. Carry a set on board, write a list of the clearances for the aforementioned components and make sure you have the additional tools to do these jobs – screwdrivers, a spanner to turn the crankshaft, spark plug socket and torch.

>10 TAP AND DIE SET

Sheared bolts and studs are an inevitable disaster waiting to happen with any classic car, and air-cooled VWs are no exception. So invest in a tap and die set and you'll be ready to repair a gnarled stud, tap a new thread into clean metal and save your bacon when disaster strikes. You'll also need a variable speed electric drill and a good quality set of drill bits. Budget for around £20 or more for a tap and die set from tool specialists such as Sealey and Machine Mart.

>11

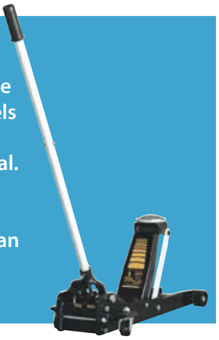
MULTIMETER

Eradicate those electrical gremlins, sort those bad earths and check whether the dynamo or alternator is charging with a multimeter, voltmeter or similar device. Multimeters cost from around £6 and can be used for these purposes, but also to check whether a fuse has blown, a wire has broken down and whether a wire is live or not.

<12

JACKS AND AXLE STANDS

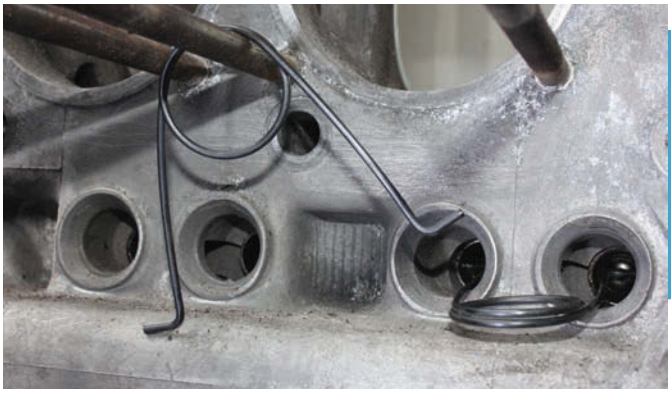
A trolley jack and axle stands will always come in useful whenever you need to change wheels or service the brakes for instance. If you want to remove an engine, then a large trolley jack and tall axle stands are essential. If your VW is lowered, you may need a low trolley jack with a long reach. Trolley jacks cost from around £20, but it's best to pay more for a decent one that is lower, has a longer reach or can raise the vehicle high enough to be able to remove an engine. Axle stands are similarly priced.



>13

DRIVE-ON RAMPS

A quicker solution if you have to work underneath your car, assuming you don't have the luxury of a pit or two- /four-post lift, is to use a pair of drive-on ramps. Budget for at least £30 for a pair, and make sure they are suitable for the weight of your vehicle, especially Buses. Safety is critical when using them. Position them and the vehicle on level ground and ask someone to guide you on. Lowered vehicles may need extensions or lengths of wood to drive onto first.



<14

CAMSHAFT FOLLOWER SPRINGS

When refitting camshaft followers during an engine rebuild, they can easily fall out while reassembling. Special spring clips from VW Heritage (part number AC000113) help to keep them in position and cost £8.50 a pair. They are fitted from the outside of the crankcase and pin the camshaft followers against the follower bores. These clips need to be removed after assembling the two halves of the crankcase.

>15

TORQUE WRENCH

Whether you are tightening the wheel nuts or rebuilding an engine, it's good practice to make sure every fitting is tightened to its recommended torque setting by using a torque wrench. With prices starting at around £25, a torque wrench isn't very expensive for peace of mind.

>16 FLYWHEEL LOCKING TOOL

If you need to change the clutch, renew the rear main oil seal or strip an engine, then a flywheel locking tool will help to grip the flywheel when you are undoing or tightening the bolts. Expect to pay around £10 for this tool, which is available from most VW parts stockists.

<17 CRANK JOURNAL GAUGE

It's always wise to renew the main, big end and camshaft bearings (not fitted on earlier air-cooled engines) when rebuilding an engine. It's also a good idea to measure the crankshaft journals to check their dimensions and whether the crankshaft has been ground before. CSP sell a couple of gauges to measure the diameter of the crankshaft journals and where the main bearings sit in the crankcases. This will help to determine what size of bearings you need and whether the journals can be ground. Expect to pay around £10 for each gauge.

>18 STUD EXTRACTOR

When the thread of a stud becomes damaged, or you need to remove a stud to rebuild a cylinder head for instance, a stud extractor can save the day. Sometimes, fitting a couple of nuts, locking them together and winding off the inner nut can remove a stud, but a set of stud extractors from tool manufacturers such as Sealey (as pictured here) only costs around £55.

<19 CAR CREEPER

Back to working underneath your VW – and if it's raised on axle stands or drive-on ramps, then a car creeper can help with moving yourself around. The one shown here costs a bargain £11.90 from Rally Design and is manufactured under the Big Red range. Providing the floor is adequately smooth, the wheels can travel freely, allowing you to slide underneath and work on the underside.

>20 STATIC TIMING LIGHT

A length of wire attached to a 12-volt bulb holder (the live side) is all you need to check the timing on an air-cooled engine, providing you have timing markings on the crankshaft pulley. Connect the other end of the wire to the negative terminal on the coil (the same connection for the condenser), and secure the side of the bulb to an earth, such as the return spring on the carburettor. Switch on the ignition (don't run the engine), turn the crankshaft pulley clockwise using a suitable spanner and check the timing markings on the crankshaft pulley. When the bulb lights up, note the pulley's position at 12 o'clock. Find out the correct timing for your engine. If it's wrong, slacken the 10mm clamp for the distributor and adjust it to alter when the bulb illuminates (i.e. to alter the timing).

>21 BREAKER BAR

A breaker bar that has a half-inch square end for half-inch sockets will help with jobs ranging from undoing wheel nuts and removing a steering wheel to stripping an engine. Prices start from around £20, but don't expect a breaker bar to last forever, especially if you use it to undo tough nuts such as the rear hub nut, or the 36mm bolt that holds the flywheel to the crankshaft.

<22 PARTS WASHER

Whether you're rebuilding an engine or cleaning up some tinware, using a degreasing solution helps to remove unwanted dirt. If you have the space, a parts washer makes this messy work easier and faster to complete. It is like a large sink with the addition of a pump to collect the degreasing solution (parts wash) and flow it through a pipe or a handheld brush. Prices start at around £40.

>23 GREASE GUN

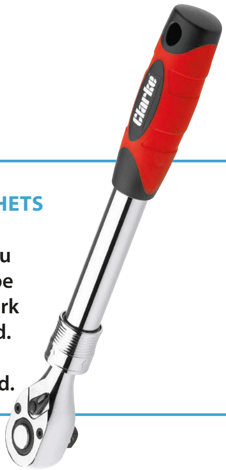
Greasing up the suspension and steering linkage is a messy job, so a good quality grease gun that can use cartridges helps keep everything clean. This is a little more expensive than buying a tub of grease and spooning it into the gun, but it saves on time. Expect to pay upwards of £10 for a grease gun that can either be filled with multi-purpose grease from a tin, or for a cleaner method, a cartridge. Tins and cartridges cost £3-£5 each, although you get more grease for your money from a tin.

<24 SOCKET SET

The most frequently used tools have got to be sockets and a ratchet, so it stands to reason to invest wisely, even if you only use a few of them (8-17mm mainly). Cheaper socket sets are often equipped with multi-hex sockets, which can be at greater risk of slipping than a six-sided socket. The accuracy of the size of a socket is often better with more expensive sets. You usually get more for your money when buying a comprehensive socket set, such as the 262 piece set shown here from Sealey. At £335, it's quite a lot of money, but you get an extensive range of quarter, $^{3}/_{8}$ and half-inch sockets with ratchets and extension bars, plus a set of spanners, numerous bits (Torx, Allen key), screwdrivers and all stored in a compact case.

>25 ANGLED AND EXTENDABLE RATCHETS

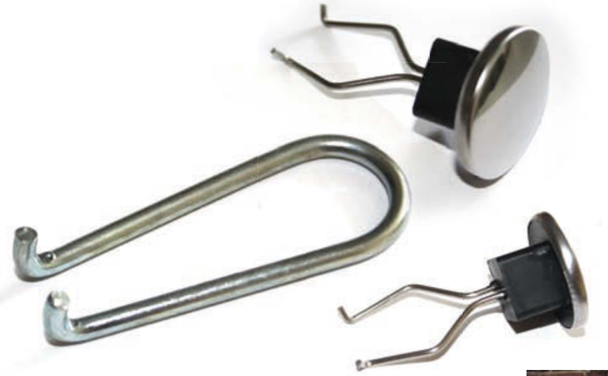
Ratchets with extendable handles can provide more leverage when you need to undo a stubborn nut or bolt. If the head can be angled, it can get into tighter spots, or make short work of winding off a nut or bolt once it has been slackened. Expect to pay from as little as £15 for an extendable ratchet and a similar price for one with an angled head.



BlackLine
Clarke

>26 STAPLE GUN

If you want to recover or make your own upholstery ranging from door cards to bench seats, then a heavy-duty staple gun will make short work of securing trim in position. Expect to pay upwards of £10 for a suitable gun, which may include a selection of staples. Make sure the staples are not too long, especially when using them on door cards as they may go all the way through. Their height is measured in millimetres and usually starts off at 4mm.



<27 HUB CAP PULLER

Custom & Commercial sell a couple of useful hub cap pullers to help remove the standard covers from steel wheels to access the wheel nuts. Their simplest tool costs £2.15. However, they also sell a jacking point cover, which doubles up as a hub cap puller which is £9.

>28 12-VOLT IMPACT DRIVER

Should you need to change a road wheel when you're out in your VW, then this handy impact driver can save the day, especially if the wheel nuts have been overtightened. It's powered by the vehicle's battery (12-volts required, either direct to the battery or via a cigarette lighter) and has enough power to undo most overtightened wheel nuts and bolts. Available from Machine Mart for £32.39, we've been using one of these for nearly 15 years and it hasn't failed.

<29 IMPACT SCREWDRIVER

When a screw refuses to budge, one of the best ways to undo it is to shock it by smacking it with a hammer and attempting to slacken it at the same time. This is hard to do with a standard screwdriver and hammer, but an impact screwdriver for around £15 will help. Supplied with an assortment of heavy-duty bits, the head can twist clockwise or anti-clockwise upon hitting the opposite end with a hammer.

>30 TYRE PRESSURE GAUGE

Last but not least – it's an obvious tool, but we recently tested a number of tyre pressure gauges and found some of them provided a reading that was almost 10% inaccurate. That could make quite a difference to the ride quality and handling of a vehicle, so we recommend investing in a well-known brand and, if possible, testing it alongside a calibrated gauge at a local garage or tyre specialist.

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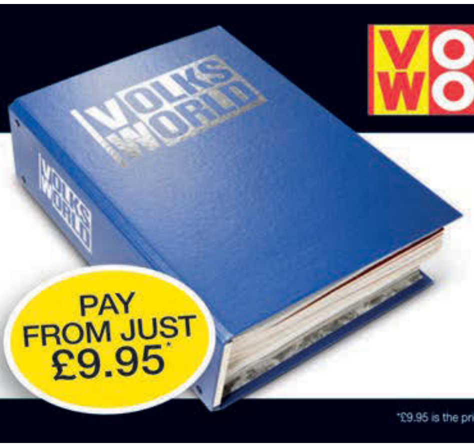

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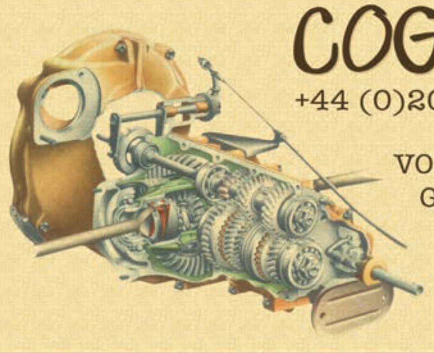

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KARMANN CABRIO

1979, £13,000 ono. White, left hand drive, new engine,restored to good standard. Staffordshire. 07929 998180.

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TYPE 1 BEETLE

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£785. Tennis racket material, in grey with tennis racket pattern. Very rare item and was in storage, would be ideal for any project or club enthusiasts. Please note will not cut any of this material selling the complete roll this material is in mint condition 07867840819

MK2 VW GOLF INTERIOR

£690. Old school classic, comes in grey with grey piping. 2 headrests, front and rare door cards, in very good condition, no wear on any of the bolsters, no rips or burn marks. this interior would be ideal for any project 07879215057

MK2 VW SCIROCCO INTERIOR

£790. Storm full leather interior in dark blue - old school classic. This interior is from early MK2 Scirocco storm model (b) reg. Comes with 2 headrests, front and rear leather door cards, rear parcel shelf without speakers holes. This interior is in mint condition no wear on bolsters, genuine factory item, they don't make them like this anymore. Very rare item to find in this condition 07867840819

VW GOLF MK 3 CABRIOLET BADGE

2000, £POA. Also 4 stud spare wheel. Staffs. 07967 486477.

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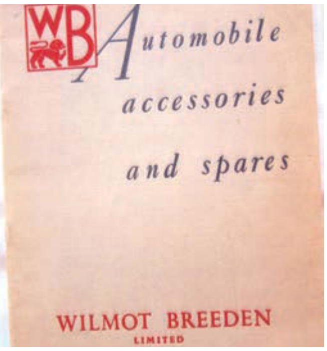

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BRITISH SHOW JUMPING ASSOCIATION

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2017 VW T2 Danbury Rio, 10,000 miles, 1.4 water-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, roof bed to make 4 berth, lowered suspension and Fuch-style alloy wheels and much more, **£36,995.** Ref: DZN.

2010 VW T2 Danbury Diamond, 13,263 miles, 1.4 water-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, roof bed to make 4 berth, lowered suspension and Fuch-style alloy wheels and much more, **£35,995.** Ref: DZH.

2005 VW T2 Danbury Rio, 15,040 miles, 1.6 air-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, roof bed to make 4 berth, lowered suspension and BRM-style alloy wheels and much more, **£24,995.** Ref: 848K.

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

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2017 VW T6 Royale, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, long wheelbase, Walnut units, Light Wood floor, standard VW upholstery, rear parking sensors & camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet and much more, **£50,579.** Ref: 3043.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2017 VW T6 Surf, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, Walnut units, Light Wood floor, standard cloth upholstery and features air conditioning, motorhome pack, front & rear parking sensors with reversing camera, metallic paint, a double cab swivel passenger seat, fixed tow bar with electrics, wind out sun canopy awning, diesel powered camping heater and internal TV Aerial socket with booster aerial and much more, **£55,831.** Ref: 3095.

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Robin Wager remembers life before *VolksWorld* and some of the modifications that used to tempt enthusiasts

So *VolksWorld* is 30, a fantastic achievement, and something we collectively ought to be proud of. It changed the face of our hobby as we know it, and 30 years on, it's difficult to imagine a time before it existed, a largely forgotten era when every other car on the road was a Beetle, and just about every Beetle need was catered for.

But, as former editor of the only UK VW magazine that existed prior to *VolksWorld* (*Safer Motoring*), the memories come flooding back. In the Sixties, you could buy just about any add-on, 'official' or otherwise, for the Type 1. And the ads from that time provide a quick reminder of some of the many and varied products it was possible to bolt, screw or simply stick on to your Beetle, from the very desirable to the downright tacky. German car specs were pretty mean at the time, which left a large potential market to be filled.

> "In the Sixties, you could buy just about any add-on, 'official' or otherwise"

You could, of course, if you had the budget, transform your damaged or rusty Bug with bolt-on, glass fibre reinforced wings, which even came pre-painted in VW factory colours from Day Mouldings. And why stop at wings when there was also a range of complete body kits available from the likes of Fibre Fab. Who remembers the Countryman pick-up kit? You could build it in a weekend, and at £355 it wouldn't have exactly broken the bank.

Spoiling things

More likely for most owners were practical touches that satisfied a real need, such as radios, Perspex stone guards and stainless trims for the bottom of the front and rear wings. While we all wondered how the sort of perfectionist engineers who produced the Beetle could possibly have introduced extra cooling slots at the top of the engine lid without shielding them from rain and snow, aftermarket entrepreneurs were working on the answer – the engine lid cowl. Kamei's covering was one of the favourites, of course, although an alternative, more competitively priced version made by *Safer Motoring's* editorial assistant John Rettie (the JGR cowl) also sold well.

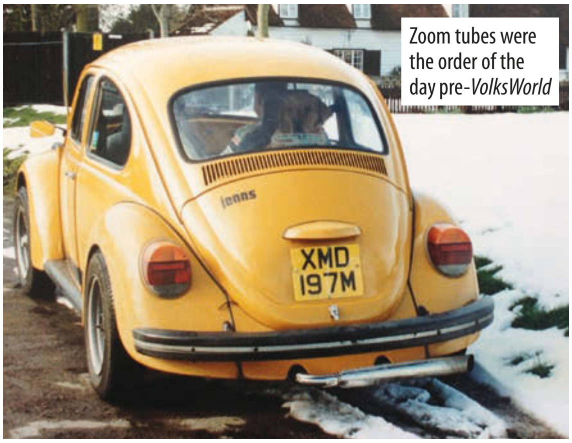
All along, it was the practical advantages of such accessories that appealed to the 'sensible' enthusiast at the time. Like the popular rear window visors, available from Kamei and Auto-Plas, which promised to reduce rear glare, keep the car cooler and deter frost and rain.

A little less Beef

There was lots of other kit for the owner who liked to tinker at the weekend. Again, you could go the whole hog and uprate your engine with a full performance conversion, but the best sellers were the easy DIY items like Cartune's straight-thru tailpipes. Less desirable were the 'Beefy' tailpipes available elsewhere which resembled a pair of baked bean cans. Subtle they were not. The zoom tube was another popular '70s option, but one that had gone out of favour by the end of the '80s. Cartune's rear wheel spacers, Koni shocks / steering dampers and its heavy-duty front anti-roll bars were the order of the day when it came to suspension mods.

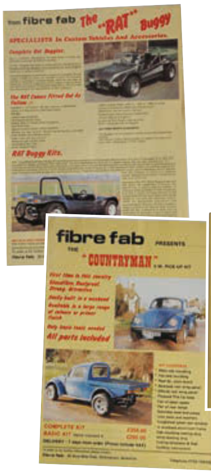
Through the late Sixties and early Seventies, products for air-cooled VWs were big business. Cut-price spares were obviously a major part of this, but canny importers and traders were soon offering a range of not exactly indispensable, but certainly desirable treats for your Beetle. Common Market Supplies of Slough began supplying the Bosch Super Coil, Hella VW Fanfare twin horn kits, Hella Supreme fog and spot paired lamps, copper ignition leads to replace the often troublesome carbon-filled originals, Bosch stainless steel Beetle radio aerials, and reflective number plates.

The examples I have mentioned are just a representative part of the major industry that was VW accessories at the time. When you remember that there was also a growing range of 'official' VW-approved products available through dealers, enthusiasts were spoilt for choice. But all these decades on, as the scene's flourished, we're even more blessed. ■



Zoom tubes were the order of the day pre-*VolksWorld*

Alongside Fibre Fab's Countryman and Rat Buggy kits, the Wokingham-based firm also made the Snub Nose and bizarre Humbug bonnet, as well as a version with an air scoop. They also manufactured wide wings, a front spoiler and a ducktail for the Beetle


fibre fab
The "RAT" Buggy
RAT Buggy Kits
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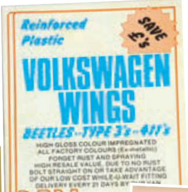
Ready painted and costing just £27, it was difficult to argue against the logic of fitting a Day Moulding fibreglass Beetle front wing in 1980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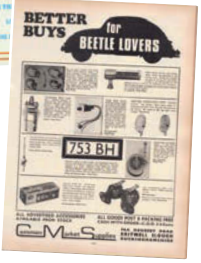
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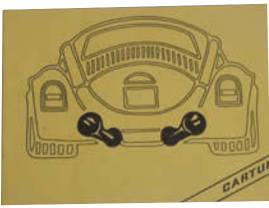

Cartune's taper tips were always the more subtle option back in the 80s

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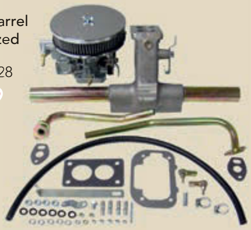

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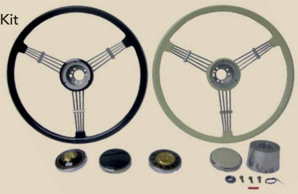

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